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Grand Gateway
Regional Transportation Planning Organization (GGRTPO)

WASHINGTON COUNTY

LONG RANGE TRANSPORTATION PLAN

2018 – 2040

APPENDICES

TABLE OF APPENDICES

APPENDIX A: RESOLUTION

Grand Gateway Regional Transportation Planning Organization (GGRTPO)

Resolution Adopting the Washington County 2040 Long Range Transportation Plan

WHEREAS, The Grand Gateway Regional Transportation Planning Organization is the designated Regional Transportation Planning Organization for the Grand Gateway Economic Development Association organized for the express purpose of carrying out the transportation planning requirements of U.S. C. Title 23, Chapter 134 and U.S.C. 49, Subtitle III, Section 5303; and

WHEREAS, the Washington County 2040 Long Range Transportation Plan (LRTP) has been prepared by the RTPO in consultation with local and state governments and local, state and federal transportation agencies in a continuing, cooperative, coordinated and comprehensive planning process; and

WHEREAS, the Plan has been presented to the general public for review and comment in accordance with the GGRTPO Public Participation Plan in addition to the series of public meetings over a six month period and the Plan is posted on the GGRTPO website for public review and comment.

WHEREAS, the Plan is consistent with local, regional, and state transportation and other planning goals and objectives and has been prepared in accordance with all relative state and federal rules and regulations, and

NOW, THEREFORE BE IT RESOLVED, that the GGRTPO Policy Board hereby approves and adopts the Washington County Long Range Transportation Plan. Be it further resolved that the GGRTPO Policy Board recommends that the Plan be accepted by the Oklahoma Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration as the official long range transportation plan for the above cited area.

Approved and Adopted by GGRTPO Policy Board and signed this 27th day of September, 2018.

_____

GGRTPO Policy Board Chairman

ATTEST: _____

APPENDIX B: ACRONYMS

AASHTO	American Association of State Highway Transportation Officials
ACS	American Community Survey (a US Census Bureau product)
ADA	Americans with Disabilities Act
CIRB	County Improvement, Roads and Bridges construction plan
GGEDA	Grand Gateway Economic Development Association
GGRTPO	Grand Gateway Regional Transportation Planning Organization
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
LEP	Limited English Proficiency
LOS	Levels of Service
LRTP	Long Range Transportation Plan
NHS	National Highway System
NRHP	National Register of Historic Places
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
PPP	Public Participation Plan
RTPO	Regional Transportation Planning Organization
SA	Study Area
SRTP	Statewide Long Range Transportation Plan
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternative Program
TAZ	Traffic Analysis Zone
TIP	Transportation Improvement Program
USDOT	U.S. Department of Transportation

APPENDIX C: DEFINITIONS

ACCESSIBILITY

Accessibility refers to the ability of an individual to reach goods, services, employment, activities and destinations (opportunities).

ACCIDENT SEVERITY INDEX

A measure of the severity of collisions at a particular location, derived by assigning a numeric value according to the severity of each collision and totaling those numeric values.

AMERICANS WITH DISABILITIES ACT OF 1990 (ADA)

Federal law which requires accessible public transportation services for persons with disabilities, including complementary or supplemental paratransit services in areas where fixed route transit service is operated. ADA of 1990 expanded the definition of eligibility for accessible services to persons with mental disabilities, temporary disabilities, and the conditions related to substance abuse. See also Section 504 of the Rehabilitation Act of 1973.

CAPACITY

The maximum number of vehicles that can pass over a given section of a lane or roadway in one direction during a given time period under prevailing roadway and traffic conditions. The number or quantity of people or things that can be conveyed or held by a vehicle or container.

CENSUS TRACTS

Small areas with generally stable boundaries, defined by the US Census Bureau within counties and statistically equivalent entities. They are designed to be relatively homogeneous with respect to population characteristics, economic status, and living conditions.

CONGESTION

The level at which transportation system performance is no longer acceptable to the traveling public due to traffic interference.

CONNECTIVITY

The density of connections in path or road networks and the directness of links. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations. In other words, the number of points of entry onto a road or path and the number of destinations that can be reached directly from those routes.

ENVIRONMENTAL JUSTICE (EJ)

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. In transportation, this requires

review of whether the benefits and burdens of transportation investments appear to be distributed evenly across the regional demographic profile and, if necessary, mitigation of such effects.

FINANCIALLY CONSTRAINED

A term used to describe the financial requirement stating all projects must have an identified funding source.

FUNCTIONAL CLASSIFICATION

Identification and categorization scheme describing streets according to the type of service they provide into one of four categories: principal arterials, minor arterials, collectors and local.

FUNCTIONALLY OBSOLETE (FO) BRIDGES

Bridges that do not have lane widths, shoulder widths, or vertical clearances adequate to serve modern traffic demand. While it is not unsafe for all vehicles, older design features cannot adequately accommodate current traffic volumes or vehicle sizes and weights. In order to be classified as functionally obsolete, the bridge must be more than 20 feet long, more than 10 years old, and have a rating of 3 or less for the deck geometry or under-clearances, or approach roadway alignment, or a rating of 3 or less for structural evaluation or waterway adequacy. The rating is on a scale of 0 to 9 with 0 being the worse condition and 9 being the best condition. (See also Structurally Deficient Bridges)

LEVEL OF SERVICE (LOS)

Refers to a standard measurement used by planners which reflects the relative ease of traffic flow on a scale of A to F with free-flow being rated LOS A and congested conditions rated as LOS F.

LIVABILITY

A reference to how pleasant a place is to live in, after basic needs are met. Pleasant living might include such amenities as fresh air, clean spaces, good jobs, ease of travel, stable neighborhoods, good schools, casual recreational options, safety and security.

LONG RANGE TRANSPORTATION PLAN

Every state and MPO must develop a long range transportation plan (LRTP) for transportation improvements, including a bicycle and pedestrian element. The LRTP looks 20 years ahead and is revised every five years.

MOBILITY

How efficiently, quickly or directly a desired destination can be reached – the efficient movement of people or goods. The concept of mobility in transportation assumes that an increase of miles travelled or decrease in trip duration benefits society. In cases of auto-focused development, transportation mobility is limited, in that people and goods may be mobile ***only by driving vehicles***; non-drivers cannot efficiently move around the area, and the relative mobility of the community is thus reduced.

MULTIMODAL

The consideration of more than one mode to serve transportation needs in a given area. Refers to the diversity of options for the same trip; also, an approach to transportation planning or programming which acknowledges the existence of or need for transportation options.

NATIONAL HIGHWAY SYSTEM (NHS)

A nation-wide system of approximately 155,000 miles of major roads. The entire Interstate System is a component of the National Highway System. The NHS includes a large percentage of urban and rural principal arterials; the strategic-defense highway.

RESILIENCE

Resilience is a form of security, which refers to a system's ability to accommodate variable and unexpected conditions without catastrophic failure.

In Transportation, at a design level it means that facilities can withstand extreme demands and unexpected conditions. At an individual level, it means that people have transportation options needed to satisfy their transportation needs even under unusual and unexpected conditions.

At an economic level, it means that transportation services can be provided if a particular resource, such as petroleum, becomes scarce and expensive.

At a strategic planning level it means that a transportation system can meet long-term economic, social and environmental goals under a wide range of unpredictable future conditions (Sustainable Development).

SAFETY

Protection against hazards. Safety can also be defined to be the control of recognized hazards to achieve an acceptable level of risk.

SECURITY

Protection against threats; the state of being protected or safe from harm.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

A category of federal transportation funds administered by the Federal Highway Administration and allocated to states and metropolitan areas based on a prescribed formula. This category of funds can provide 80% of the cost to complete transportation improvement projects. These funds are flexible, and can be used for planning design, land acquisition, and construction of highway improvement projects, the capital costs of transit system development, and up to two years of operating assistance for transit system development.

STRUCTURALLY DEFICIENT BRIDGES

Structural deficiency ratings are based on the National Bridge Inventory ratings scale. A highway bridge is classified as structurally deficient if the deck, superstructure, substructure, or culvert is rated in "poor" condition (0 to 4 on the NBI rating scale). A bridge can also be classified as structurally deficient if its load carrying capacity is significantly below current design standards

or if a waterway below frequently overtops the bridge during floods. (See also Functionally Obsolete Bridges)

TRAFFIC ANALYSIS ZONES

A traffic analysis zone (TAZ) is the unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, and will vary significantly between the rural and urban areas. Typically these blocks are used in transportation models by providing socio-economic data. This information helps to further the understanding of trips that are produced and attracted within the zone.

VOLUME-TO-CAPACITY RATIO (V/C)

A measurement of the quality of roadway travel; the ratio of the existing amount of vehicular travel for a roadway to the amount of designed capacity on the roadway. The capacity of the facility can be calculated using methods described in the Highway Capacity Manual. The v/c is the percentage of the capacity that is being consumed by the volume of traffic. A v/c ratio above 1.0 means that the volume of traffic exceeds capacity and the road segment or intersection is becoming congested.

APPENDIX 1

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.

As Secretary Foxx said, "After hundreds of Congressional meetings, two bus tours, visits to 43 states, and so much uncertainty – and 36 short term extensions – it has been a long and bumpy ride to a long-term transportation bill. It's not perfect, and there is still more left to do, but it reflects a bipartisan compromise I always knew was possible."

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system, increasing funding by 11 percent over five years. This is far short of the amount needed to reduce congestion on our roads and meet the increasing demands on our transportation systems. In comparison, the Administration's proposal, the GROW AMERICA Act, increases funding by 45 percent.

The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

PROJECT DELIVERY: DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and also codifying the online system to track projects and interagency coordination processes.

FREIGHT: The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and will for the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

INNOVATIVE FINANCE BUREAU: The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

TIFIA: The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

SAFETY: The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufactures from $35 million to $105 million. The law also will help bolster the Department's safety oversight of transit agencies and also streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

TRANSIT: The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

LADDERS OF OPPORTUNITY: The Act includes a number of items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST

makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

Updated: Tuesday, January 12, 2016

- See more at: https://www.transportation.gov/fastact#sthash.GSsYkLjJ.dpuf

APPENDIX 2 - TABLES OF FINANCIAL SUMMARIES

TABLE 1 - STATE FUNDS

1. County Equipment Revolving Fund
a) Administered by the County Advisory Board, CAB
b) One time funding that revolves as loans pay back. No new revenue. $1 million funding was removed in 2016.
2. Industrial, Historic site and Lake Access Funds, HB 1061xx
a) 2.5 million, FY 2009, industrial access, as available.
b) 2.5 million, FY 2009, lake/historic access, as available.
c) Can be used for surface only on city streets and county roads.
3. County Bridge and Road Improvement, CIRR, Funds
a) Averages 20 million/year (as of 2007) (105C account)
b) Force Account and contract projects at the local level, also use for maintenance
4. County Improvements for Roads and Bridges, (CBRI)
a) Funding raised to 20% of Motor Vehicle Fees in 2010 anticipating revenue of $120 million per year, capped at $120 million per year in 2017 budget. $50 million removed from the plan three years in a row starting in 2016 budget, funding reduced to 16% of Motor Vehicle Fees in 2018 budget. It is anticipated in 2018 to provide $100 million in funding.
b) Only contract projects let thru ODOT

TABLE 2 - FEDERAL FUNDS – FEDERAL HIGHWAY ADMINISTRATION (FHWA)

1. Federal Bridge Funds
a) Overall Funding available for bridge length structures, 20’ or longer
b) Programs
i. Bridge Replacement (BR)
ii. Bridge Rehabilitation (BH)
iii. Preventive Maintenance (PM)

iv. Safety Bridge Inspection
c) Funding eligibility

i. Bridge Replacement (BR) eligibility, bridge < 50 sufficiency rating & Obsolete or Deficient
ii. Bridge Rehabilitation (BH) eligibility, bridge between 50 & 80 sufficiency rating.
iii. Preventive Maintenance (PM) you must have a systematic process for project selection
iv. Safety Bridge Inspection mandated by FHWA, on bridge length structures.
d) Funding limits
i. BR, BH and PM together limited to 17.2 million in odd numbered years and 20 million in even years
ii. Safety Bridge Inspection funded with 2.8 million in odd numbered years.
2. Surface Transportation Program (STP) Funds
a) Surface Transportation Program
i. Road projects, grade, drain and surface on county major and minor collectors.
ii. 6 million/year
3. Emergency Relief (ER) Funds
a) Disaster funding on Major Collectors

(CIRB, 2017)

APPORTIONMENT OF STATUTORY REVENUES – TABLE 3

HISTORIC OKLAHOMA TAX COMMISSION DATA

	FY 2015	**FY 2016**
General Revenue	5,430,077,533.45	4,955,070,463.76
County Improvement Bridge and Road Fund	138,133,545.79	120,000,000.00
County Road Fund	18,701,249.31	17,933,883.32
CRIRF County Road Improvement Rev Fund	26,138,425.71	25,065,890.98
High Priority State Bridge Rev Fund	6,225,313.10	6,393,096.46
Public Transit Revolving Fund	3,850,000.00	3,670,000.00
Railroad Maintenance Revolving Fund	826,792.79	850,452.97
State Highway Construction & Maintenance Funds	4,785,497.76	4,144,636.34
State Transportation Fund	214,115,706.14	217,307,803.50
Statewide Circuit Engineering District Rev Fund	3,606,553.48	2,454,282.96
CBRIF to Counties Bridge and Road Improvement Fund	23,430,017.08	15,225,256.66

To Counties for Roads	254,470,157.23	228,861,816.51
To Participating Tribes	20,481,502.64	20,879,829.92
Tribal Trust Fund	58,914,813.95	57,301,457.53

Source: Oklahoma Tax Commission

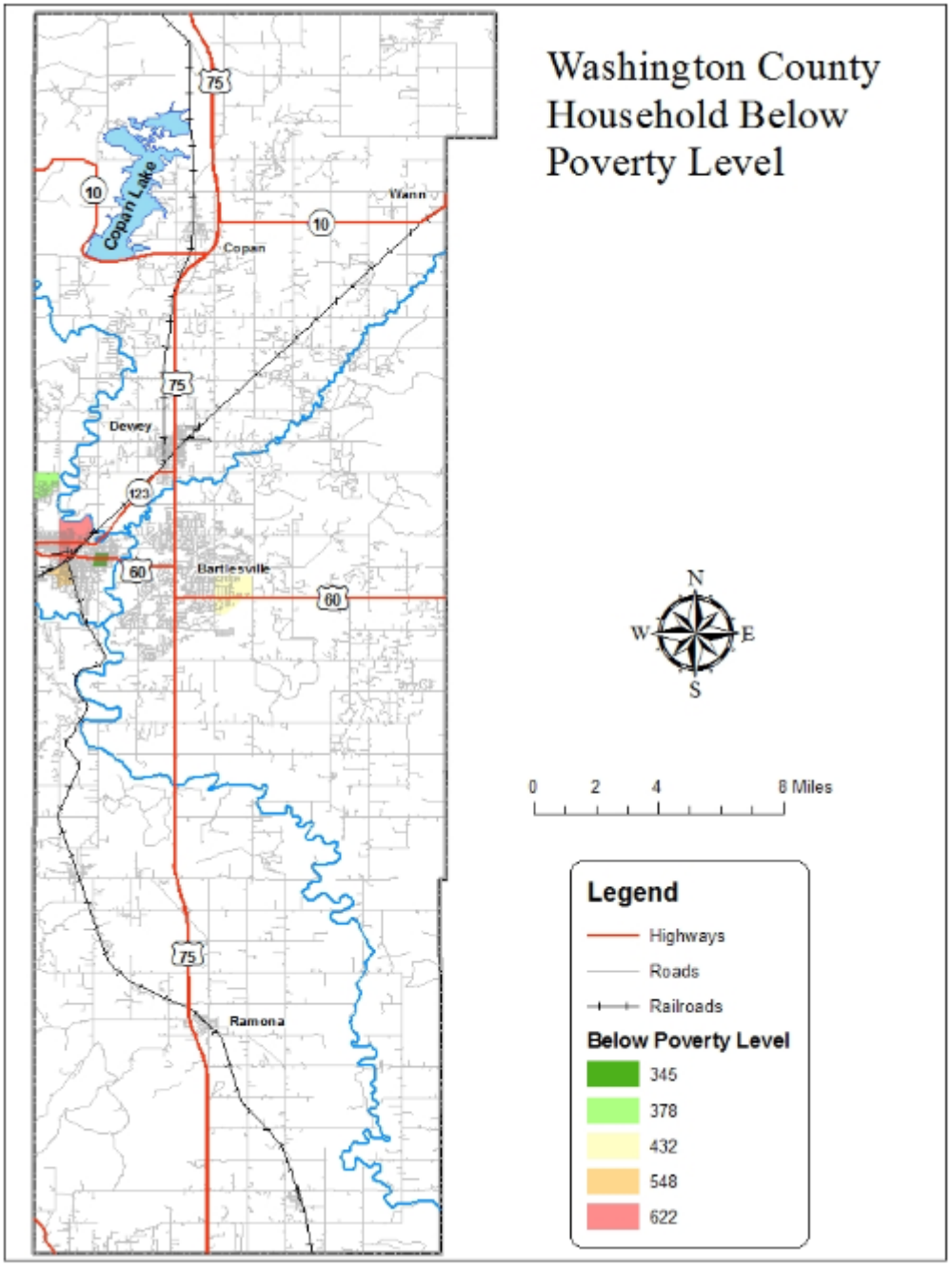
TABLE 4 - CIRB FUNDING OKLAHOMA, DIVISION 8 - FY 2017-2021

FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	5-year total
$23,316,315	$25,109,670	$18,27,482	$14,225,342	$16,430,493	$97,349,302

Source: ODOT

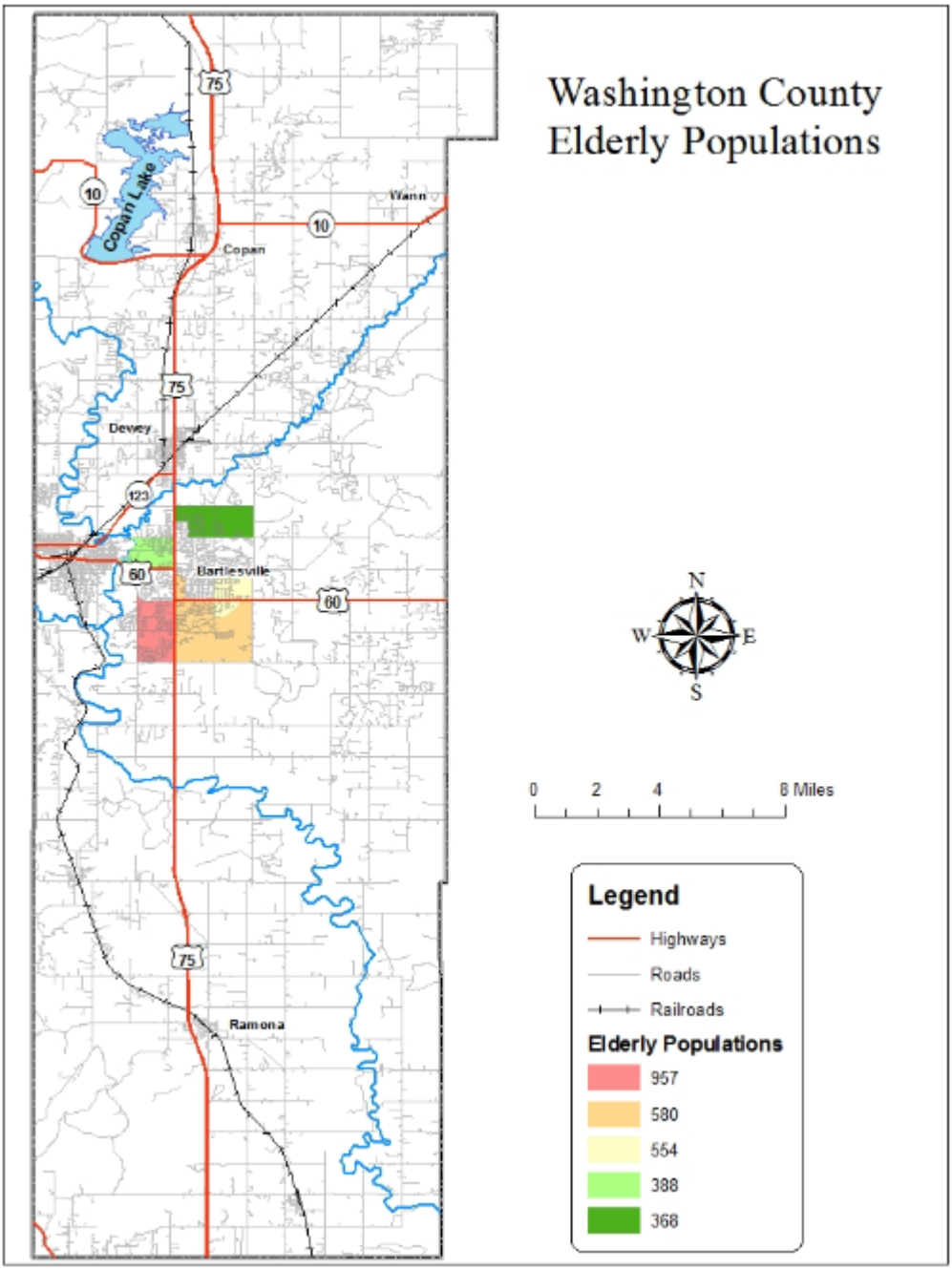
TABLE 5 - 2017 Poverty comparison	
OK State	Washington
16.70%	9.4%

Appendix 3

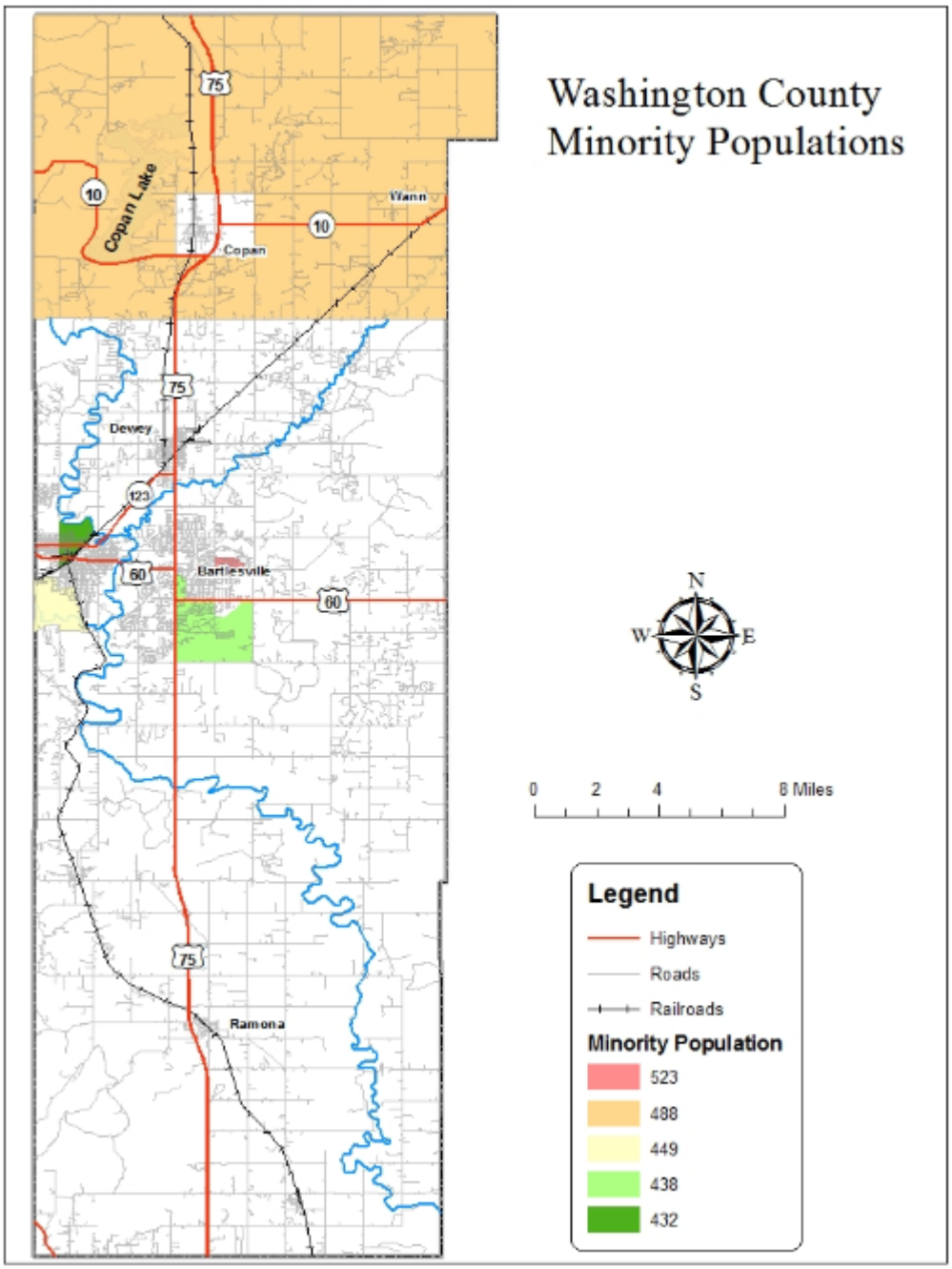


Map 1

APPENDIX 4

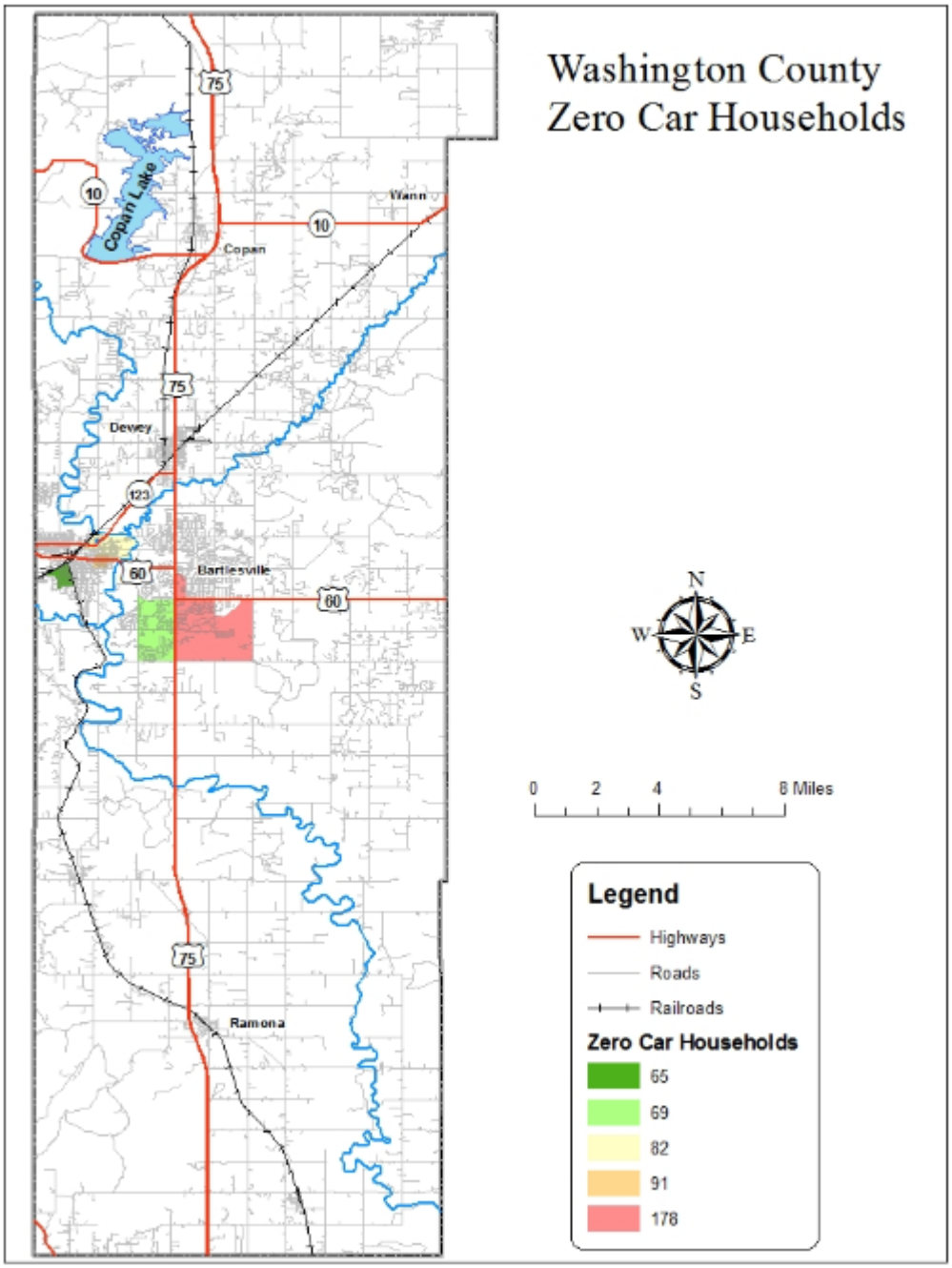


Map 2


Washington County
Minority Populations
75
10
Copan Lake
Wann
Copan
Dewey
123
60
Bartlesville
Ramona
N
W
E
S
0
2
4
8 Miles
Legend
Highways
Roads
Railroads
Minority Population
523
488
449
438
432

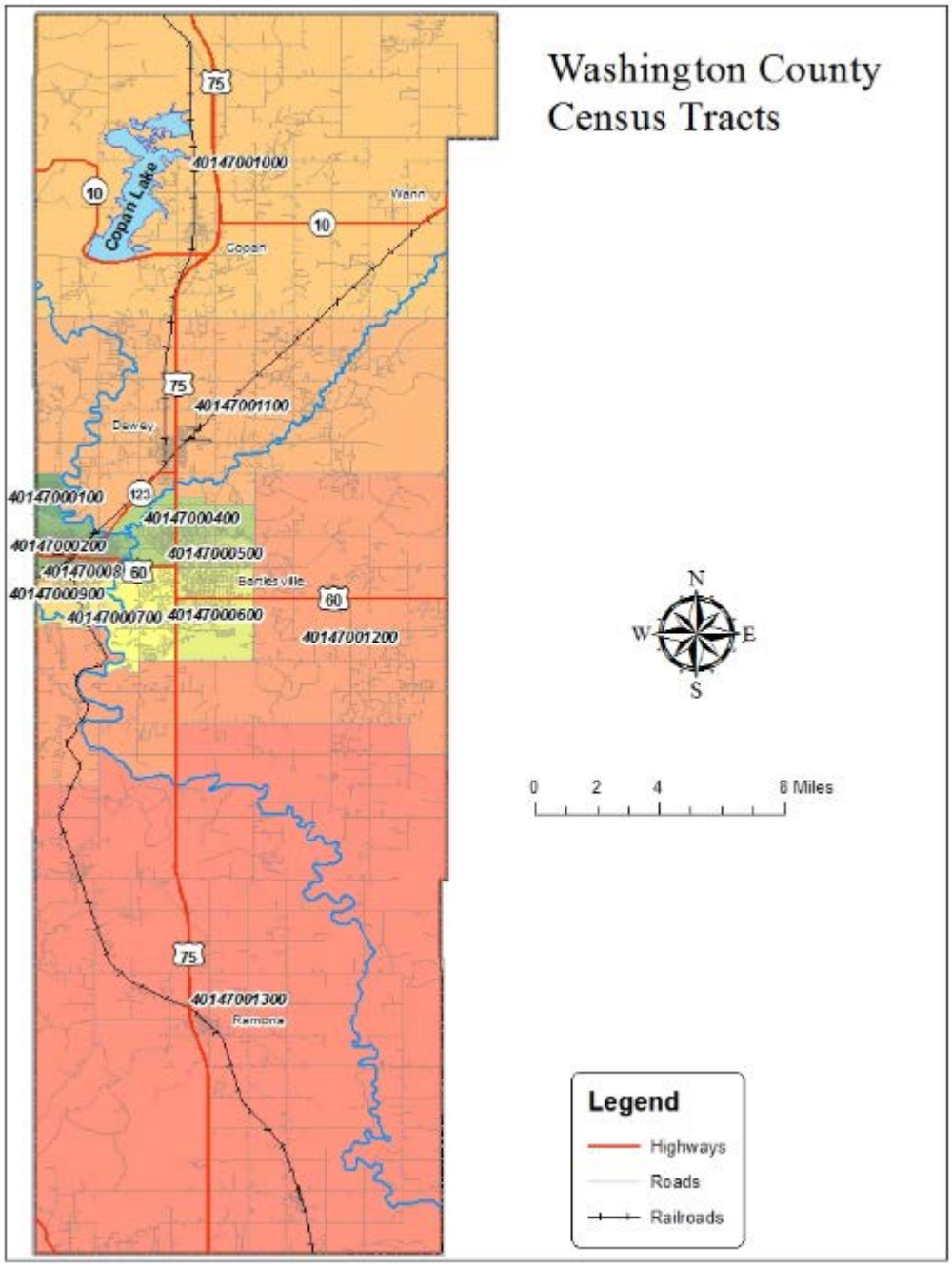
Map 3

APPENDIX 5



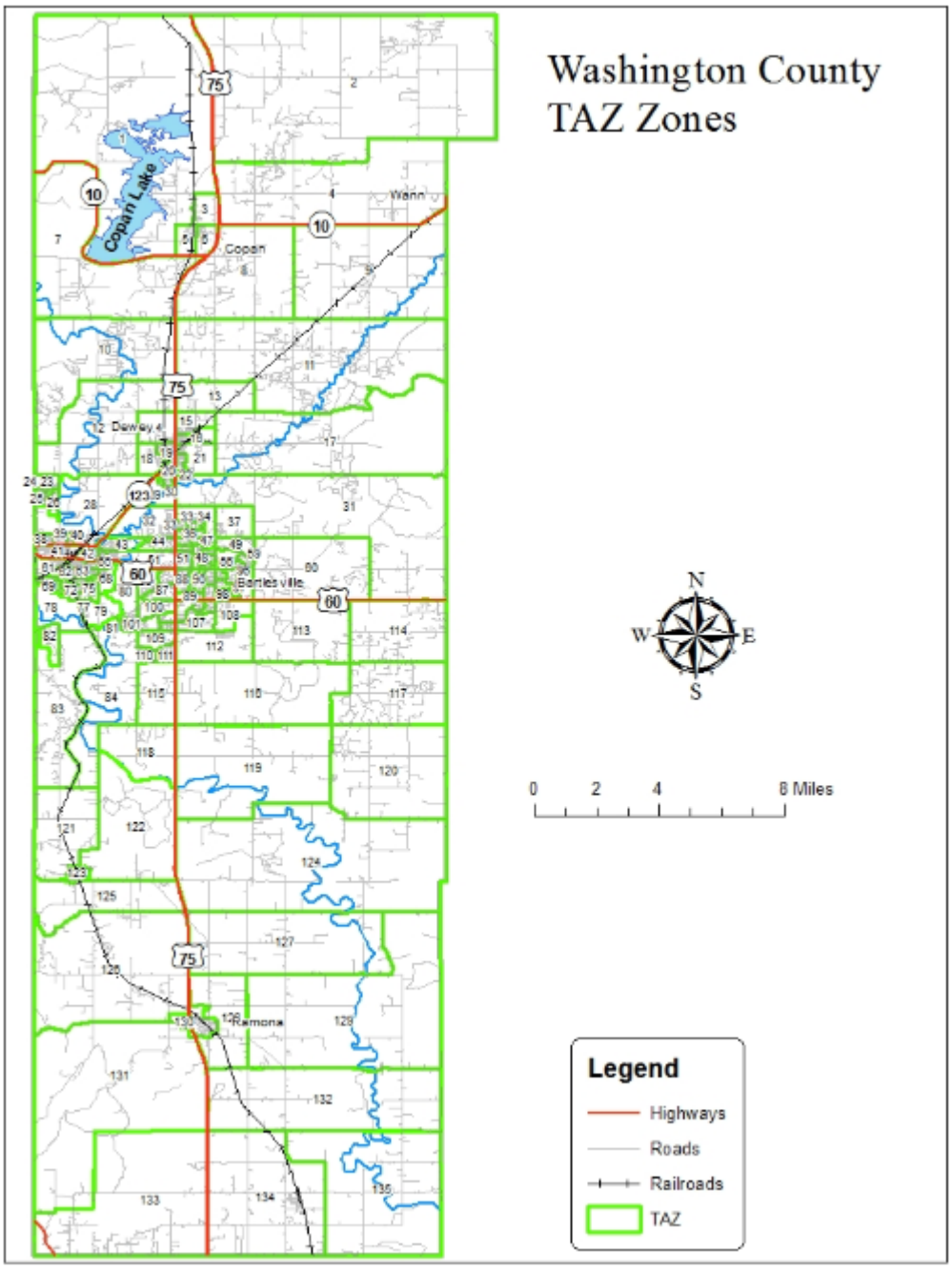
Map 4

APPENDIX 6- WASHINGTON COUNTY CENSUS TRACTS



Map 5

Map 6


Washington County
TAZ Zones
Copan Lake
Copan
Wann
Dewey
Bartles ville
Ramona
N
W
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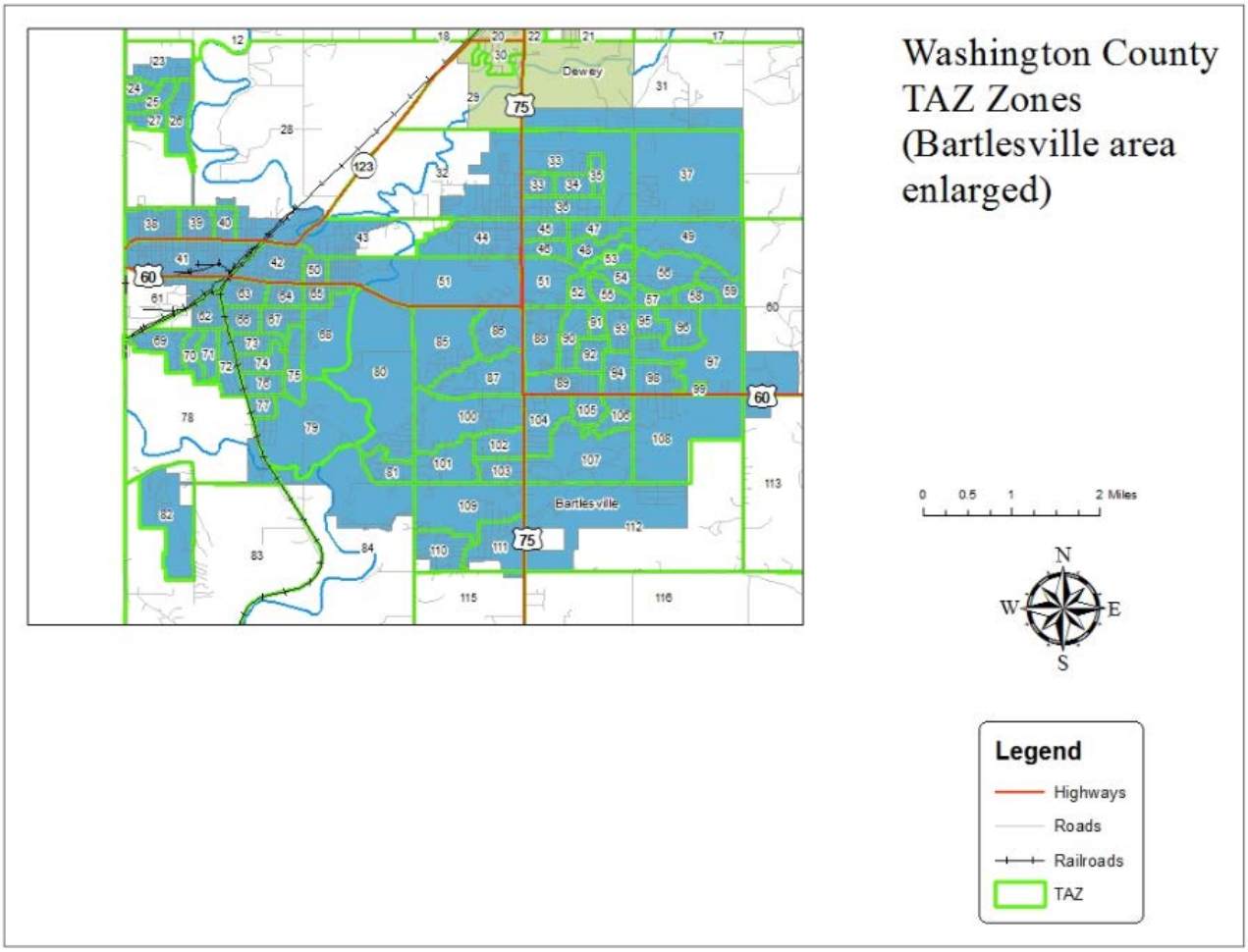
0
2
4
8 Miles
Legend
Highways
Roads
Railroads
TAZ

Map 7


Washington County
TAZ Zones
(Bartlesville area
enlarged)
Dewey
Bartlesville
75
123
60
0 0.5 1 2 Miles
N
W
E
S
Legend
Highways
Roads
Railroads
TAZ

WASHINGTON COUNTY POPULATION & MAJOR EMPLOYERS BY TAZ ZONE **CHART 1**

TAZ ID	Population	Major Employer
1	152	
2	357	
3	150	
4	217	
5	204	
6	472	
7	134	
8	353	
9	159	
10	165	
11	399	
12	264	
13	160	
14	261	
15	298	Central States Business Forms
		Component Manufacturing Co.
16	316	
17	110	
18	452	
19	525	
20	406	
21	414	
22	450	
23	453	
24	328	
25	396	
26	360	
27	307	
28	218	
29	257	
30	442	
31	549	
32	619	
33	440	
34	518	
35	557	
36	624	
37	552	
38	434	

39	300	
40	250	
41	505	Conoco Phillips Research Center
		Schlumberger Oilfield Service
		Jane Phillips Medical Center (Dr. Offices)
42	233	
43	369	
44	677	Jane Phillips Medical Center (Hospital)
45	379	
46	531	
47	472	
48	538	
49	570	
50	544	
51	589	Sitel Corporation
52	567	
53	236	
54	451	
55	434	
56	525	
57	478	
58	365	
59	490	
60	89	
61	137	
62	209	
63	403	
64	339	
65	459	
66	446	
67	425	
68	236	
69	483	
70	404	
71	535	
72	602	
73	507	
74	465	
75	188	
76	529	

77	324	
78	105	
79	342	
80	354	
81	455	
82	302	
83	216	
84	346	
85	525	
86	490	
87	591	
88	303	Walmart Supercenter
89	266	
90	430	
91	374	
92	448	
93	490	
94	343	
95	530	
96	438	
97	493	
98	390	
99	265	
100	279	
101	305	
102	342	
103	334	
104	507	
105	490	
106	432	
107	358	
108	411	
109	574	
110	641	
111	449	
112	355	
113	150	
114	319	
115	151	

116	197	
117	344	
118	95	
119	167	
120	161	
121	220	
122	242	
123	414	
124	342	
125	401	
126	319	Walmart Distribution Center
127	186	
128	218	
129	190	
130	535	
131	83	
132	175	
133	549	Three S Team LLC
134	591	
135	317	

APPENDIX 7 COMMUTING PATTERNS

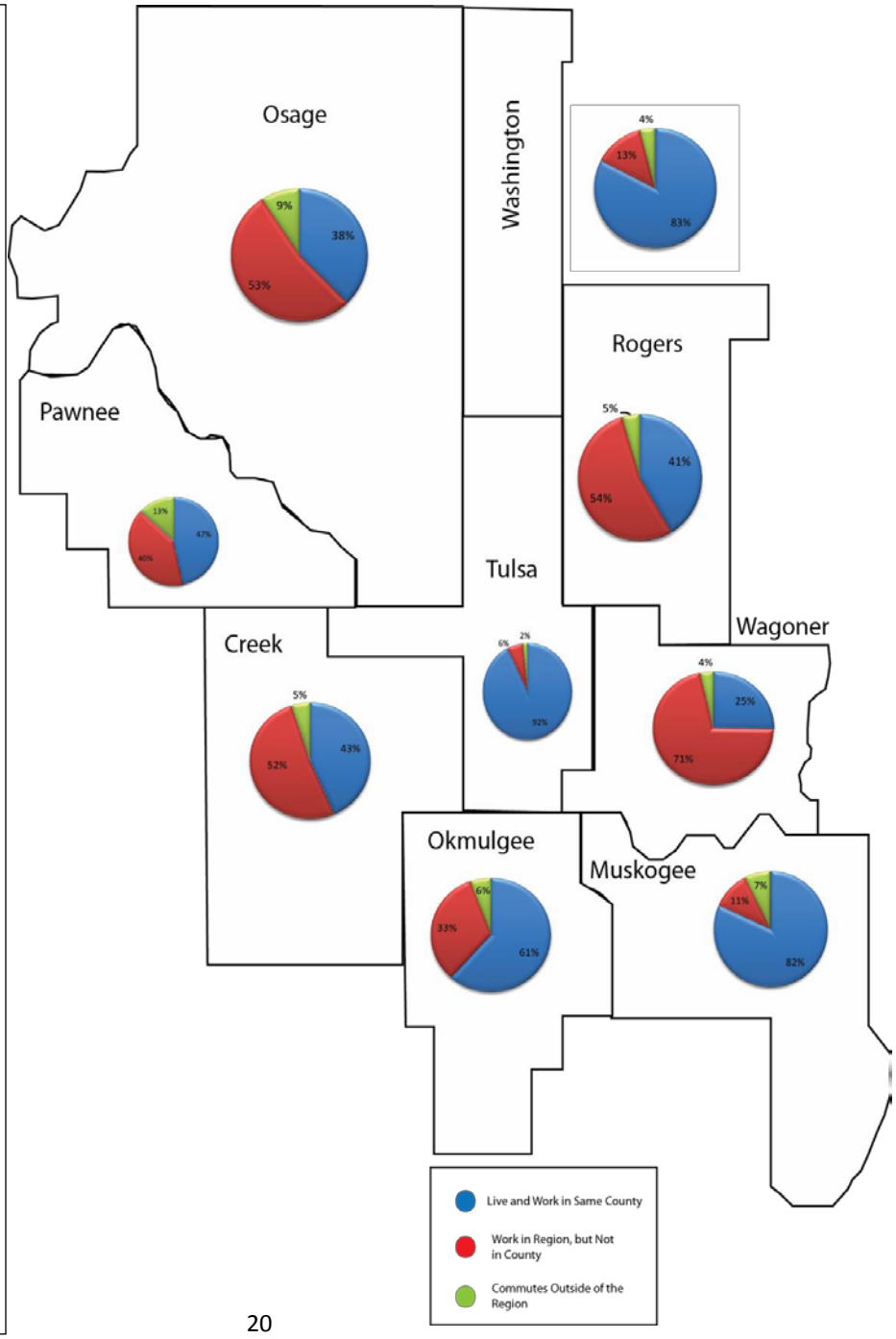
The graphs below display the percentages of a county's employed population that either; (1) live and work in the same county, (2) work in the region, but not the same county as they reside, or (3) commute outside the region for employment. Commuting patterns are based on data from the 2010 Census.

Commuter Data – Chart 2

•According to the commuting data, more than 50% of the people in the Tulsa Metro area either work in the county they live, or stay within the region when commuting to their workplace.

•Tulsa is the major economic center for the region. Several counties surrounding Tulsa County have high percentages of people who "Work in Region, but Not in County", indicating they commute to Tulsa for work.

•Very few people commute outside the region for work. This data illustrates that residents, regardless of the strength or weakness of the economy, would still prefer to stay within close distance to their homes when commuting to their workplaces.



CENSUS COMMUTE DATA

Table 6

COMMUTING TO WORK		
Workers 16 years and over	41,538	40,317
Car, truck, or van -- drove alone	86.1%	85.4%
Car, truck, or van -- carpooled	8.4%	9.9%
Public transportation (excluding taxicab)	0.1%	0.0%
Walked	0.8%	0.8%
Other means	1.4%	0.8%
Worked at home	3.1%	3.1%
Mean travel time to work (minutes)	24.2	24.5

COMMUTE BY MODE

An estimated 86.1 percent of Washington County, Oklahoma workers drove to work alone in 2011-2015, and 8.4 percent carpooled. Among those who commuted to work, it took an average of 24.2 minutes to get to work.

Percent of Workers 16 and over Commuting by Mode in Washington County in 2011-2015

APPENDIX 8 – HIGHWAYS (MAPS, GRAPH AND REFERENCES)

HIGHWAYS – MAP 8

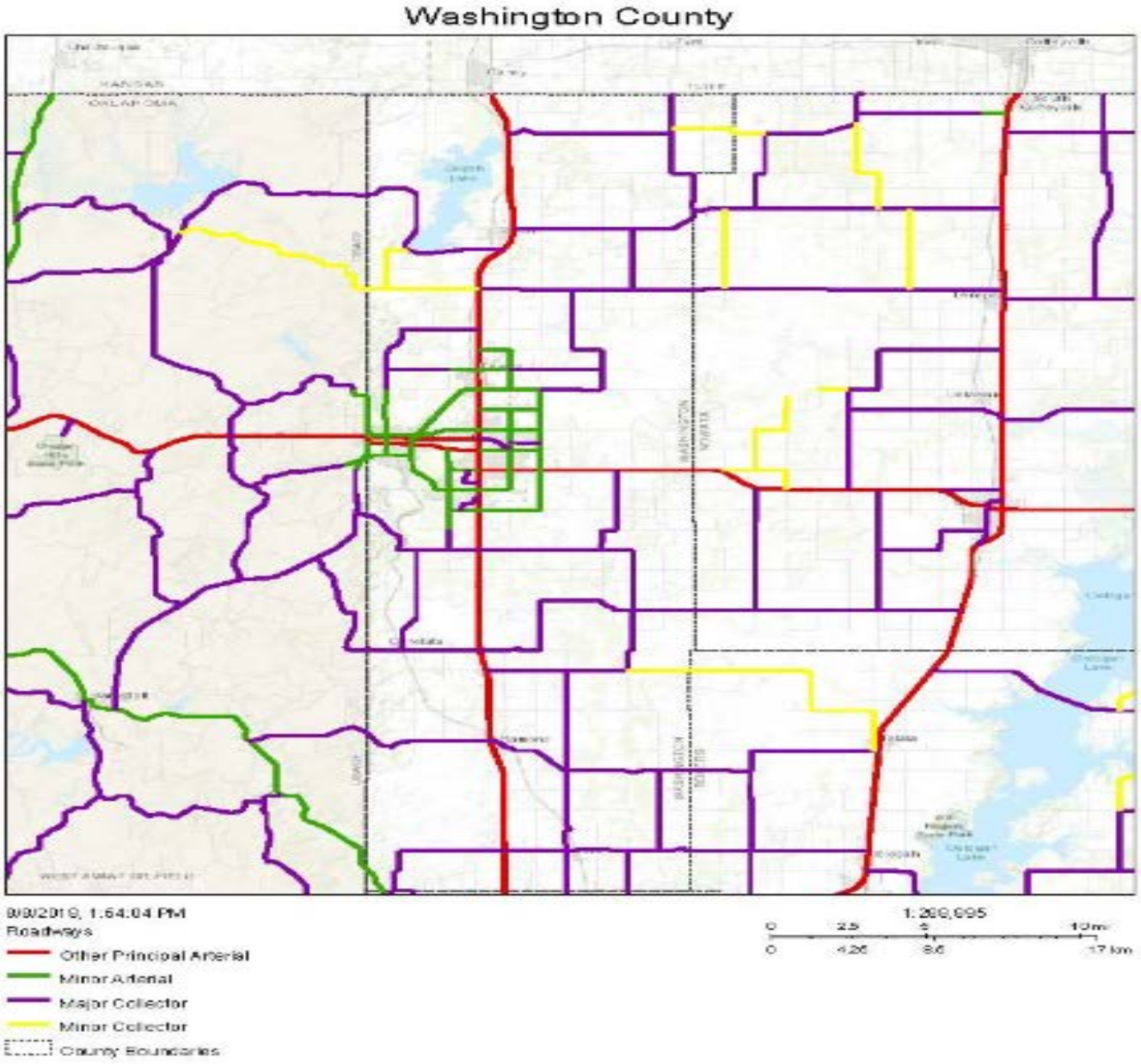
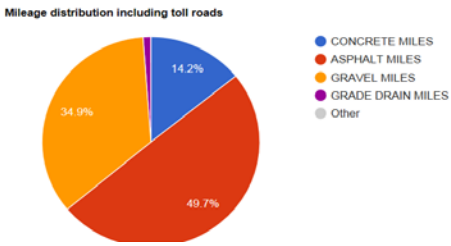


Table 7 - Mileage of Road Types in Washington County

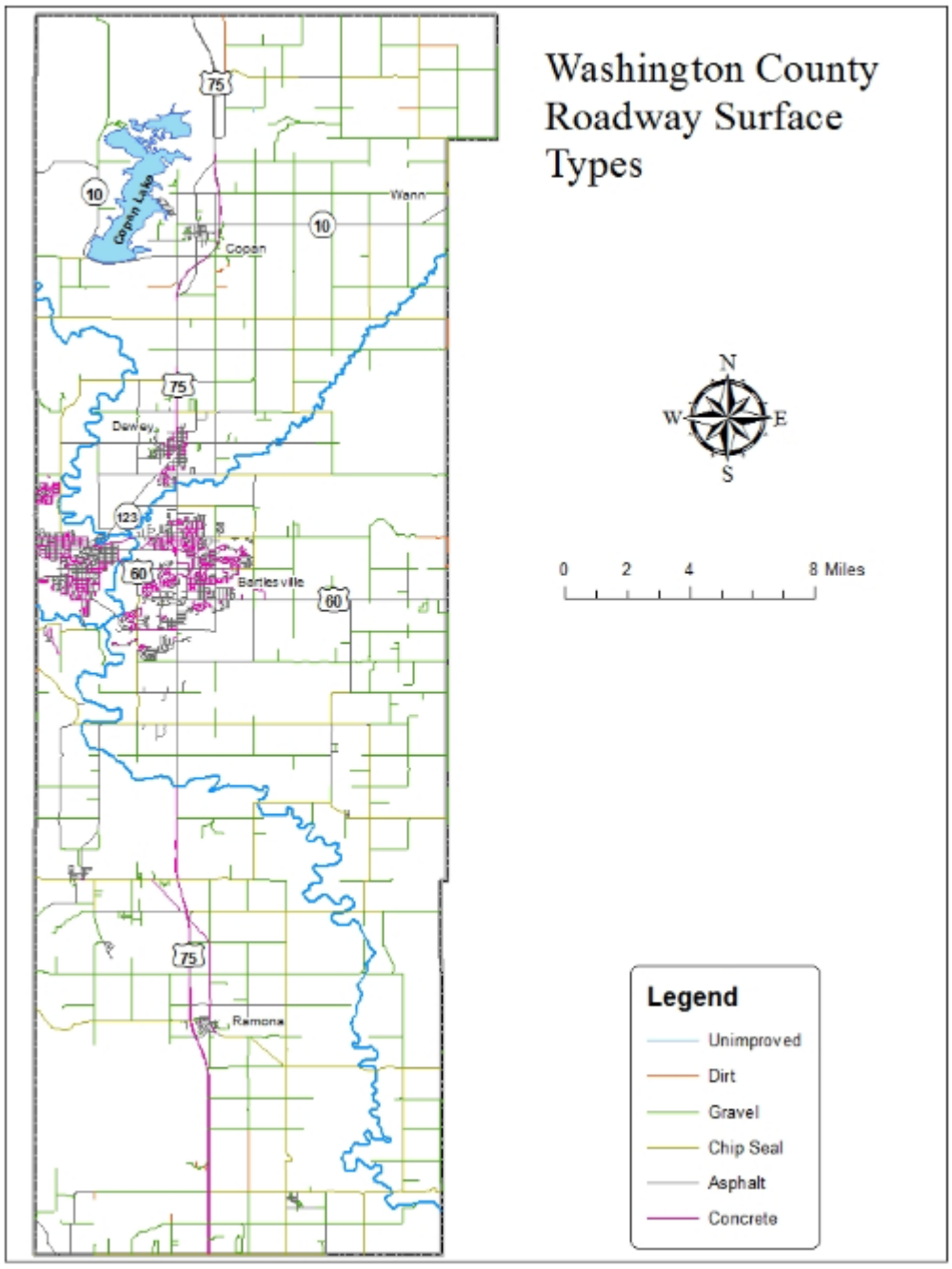
Public Roadway Mileage Chart

Surface Type | Include toll roads | --- No Maintenance Division Selected--- | WASHINGTON | Submit

COUNTY NAME	COUNTY NUMBER	MAINTENANCE DIV	CONCRETE MI	ASPHALT MI	GRAVEL MI	BRICK MI	GRADE_DRAIN MI	PRIMITIVE MI	TOTAL MILES
WASHINGTON	74	8	117.32	410.57	288.19	0	9.39	0.19	825.66



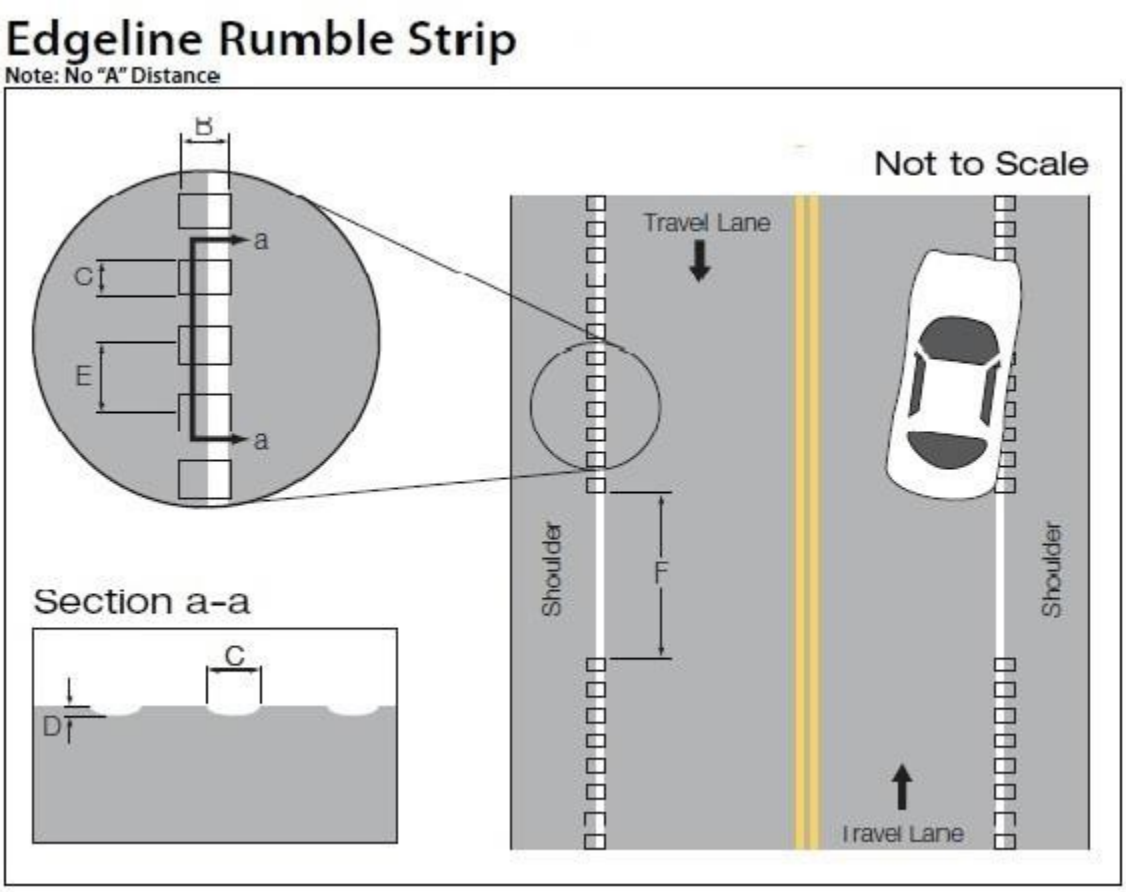
Map 9 - Road Types and Locations within Washington County



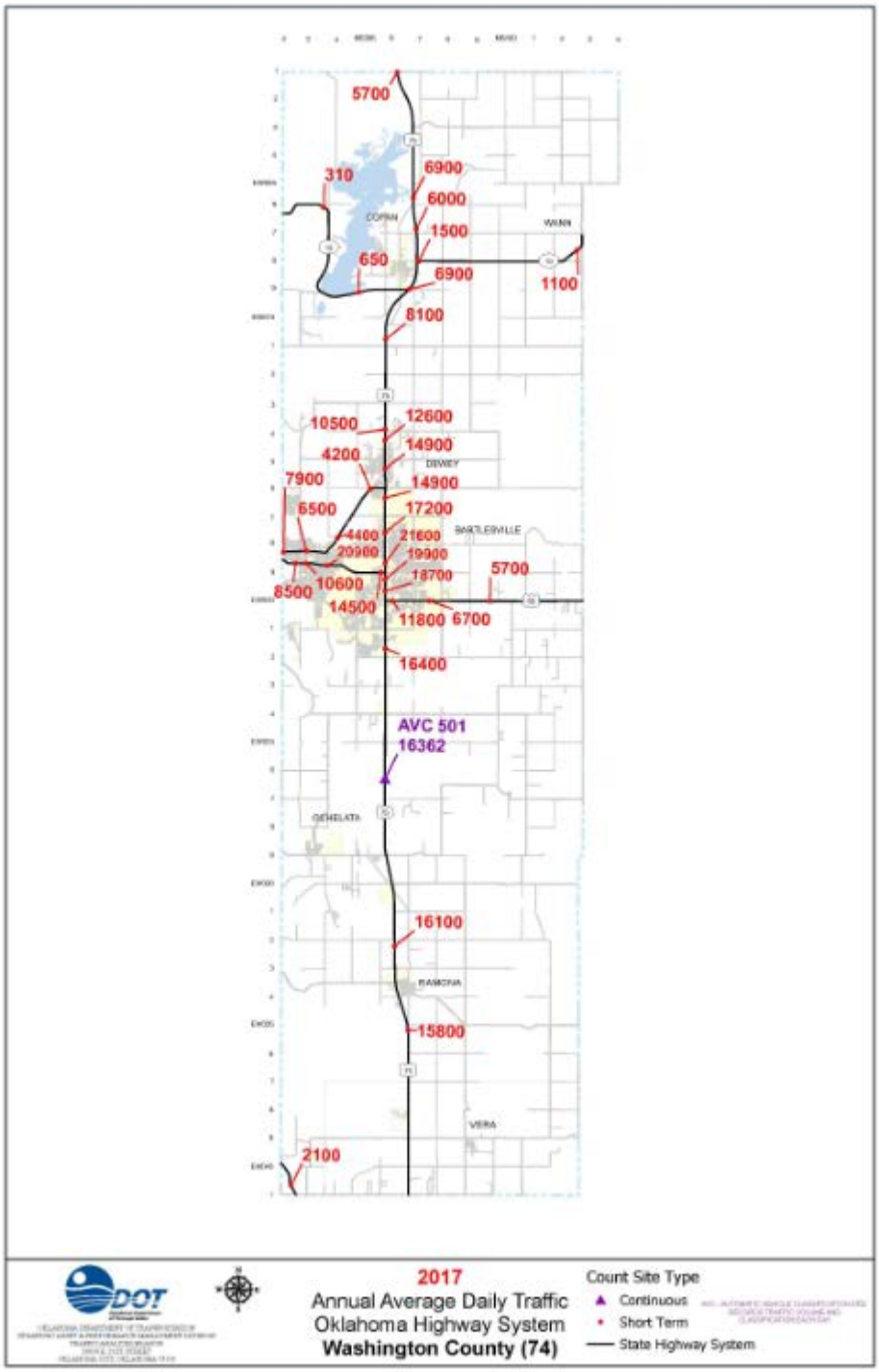
MAP 9

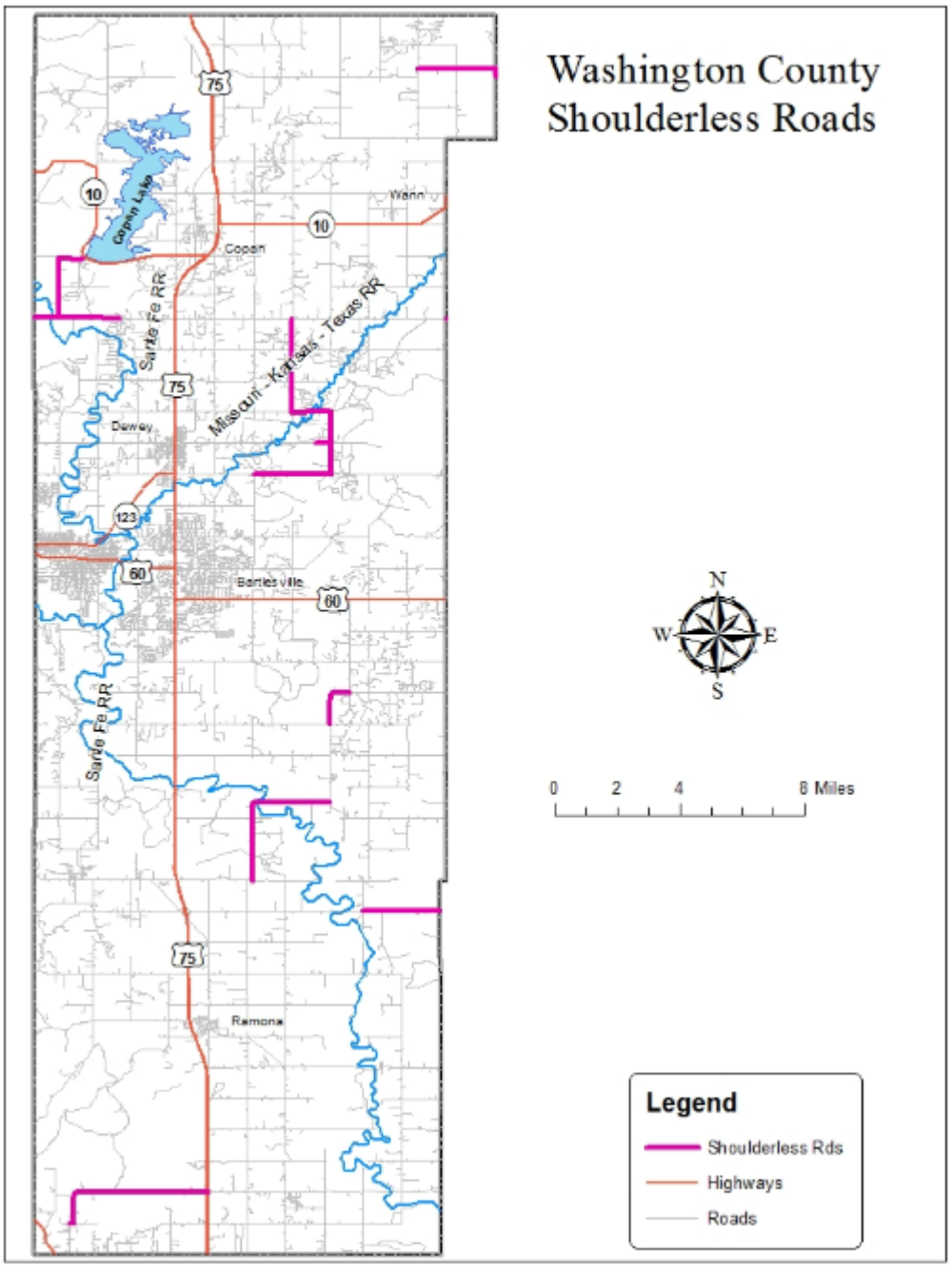
Appropriate rumble strip placement adds value to the sustainability and resilience of the regional transportation system. FHWA has published guidelines for improved rumble strips. A graphic in Appendix___shows preferred placement. Placement on or near the right edge line can provide additional seconds of warning to both drivers and bicyclists traveling in the same direction that a vehicle has strayed over the edge line. Proper placement of rumble strips also provides a wider riding surface between the roadway and the unimproved roadside (ditch). Please visit the FHWA website at https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips for more comprehensive information about the safety effects of appropriately placed rumble strips, and guidance on installation of these improvements (FHWA, 2017).

Chart 3 - Rumble Strip Placement



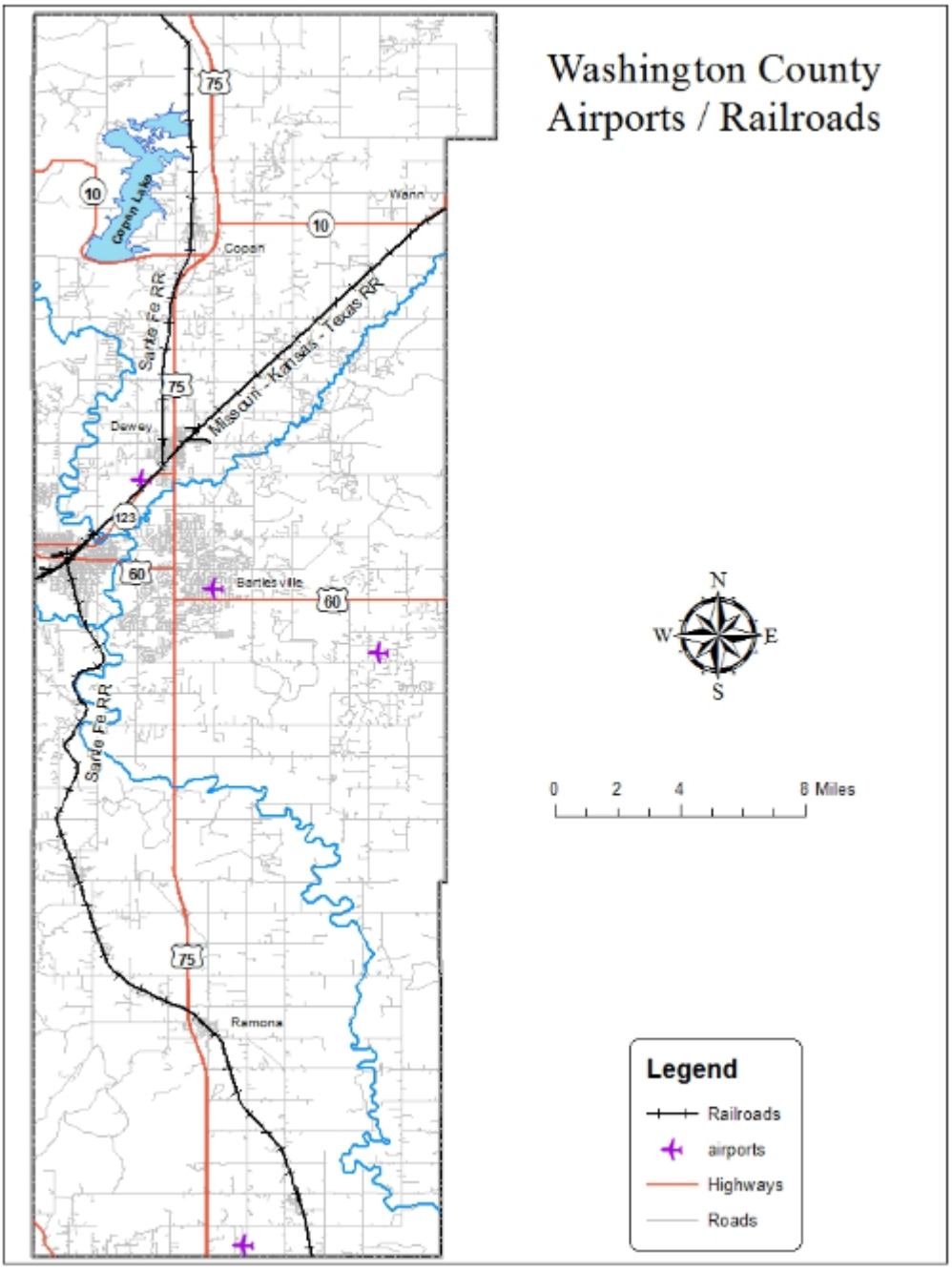
TRAFFIC COUNT – MAP 10




Washington County
Shoulderless Roads
75
10
Copan Lake
Wann
Copan
Sante Fe RR
Missouri - Kansas - Texas RR
Dewey
123
60
Bartlesville
Sante Fe RR
Ramona
N
W
E
S
0
2
4
8 Miles
Legend
Shoulderless Rds
Highways
Roads

Map 11

APPENDIX 9 - AIRPORT AND RAIL MAP – WASHINGTON COUNTY



Map 12

APPENDIX 10 - ACCIDENT DATA

Table 8 Washington County Collisions (2013-2017)

COLLISION CONCENTRATION LISTING

WASHINGTON COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 09/13/2018 by Marion Stinson

								------INTERSECTING------					
COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	CITY STREET NAME	HWY	MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
(74)WASHINGTON	(05)BARTLESVILLE	7	06	02	US-60	INTER	NOWATA RD.	WASHINGTON BLVD.	US-75	00.00	92	74	1
(74)WASHINGTON	(05)BARTLESVILLE	7		08	US-75	INTER	WASHINGTON BLVD.	FRANK PHILLIPS BLV		01.55	81	62	2
(74)WASHINGTON	(05)BARTLESVILLE	7		08	US-75	INTER	WASHINGTON BLVD.	GREEN COUNTRY RD.		00.60	74	46	3
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	SILVERLAKE RD.		02.70	72	54	4
(74)WASHINGTON	(05)BARTLESVILLE	7		21	US-75	INTER	WASHINGTON BLVD.	PRICE RD/KANE HILL		19.92	69	49	5
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	CHEROKEE AVE.		01.45	63	45	6
(74)WASHINGTON	(05)BARTLESVILLE	7		08	US-75	INTER	WASHINGTON BLVD.	TUXEDO BLVD.		01.95	56	47	7
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	QUAPAW AVE.		02.02	50	32	8
(74)WASHINGTON	(05)BARTLESVILLE	7		08	US-75	INTER	WASHINGTON BLVD.	EASTLAND PARKWAY		01.42	48	37	9
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	CHOCTAW AVE.		01.83	46	27	10
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	DEWEY AVE.		01.31	43	30	11
(74)WASHINGTON	(05)BARTLESVILLE	6		0500		INTER	SILVER LAKE RD.	FRANK PHILLIPS BLV		4480	40	24	12
(74)WASHINGTON	(05)BARTLESVILLE	7	05	08	US-75		WASHINGTON BLVD.	ADAMS BLVD. UP*1*	US-60	01.00	38	30	13
(74)WASHINGTON	(05)BARTLESVILLE	7		08	US-75	INTER	WASHINGTON BLVD.	ADAMS RD.		01.21	37	29	14
(74)WASHINGTON	(05)BARTLESVILLE	7		02	US-60	INTER	NOWATA RD.	MADISON BLVD. SE		01.00	36	25	15
(74)WASHINGTON	(00)	1		21	US-75	INTER		OCHELATA/EW 29 (24		11.90	35	15	16
(74)WASHINGTON	(05)BARTLESVILLE	6		0195		INTER	CHEROKEE AVE.	FRANK PHILLIPS BLV		4480	34	24	17
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	SHAWNEE AVE.		01.62	28	20	18
(74)WASHINGTON	(05)BARTLESVILLE	6		0586		INTER	BIRCH AVE.	FRANK PHILLIPS BLV		4480	26	19	19
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	DELAWARE AVE.		01.53	26	16	20
(74)WASHINGTON	(15)DEWEY	7	02	08	US-75	INTER	OSAGE AVE.	DURHAM AVE.	SH-123	04.00	25	21	21
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	ARMSTRONG AVE.		01.01	25	19	22
(74)WASHINGTON	(05)BARTLESVILLE	7		21	US-75	INTER	WASHINGTON BLVD.	RICE CR.RD/E22 (38		18.90	25	11	23
(74)WASHINGTON	(05)BARTLESVILLE	6		0900		INTER	MADISON BLVD.	HAZEL RD.		4247	23	14	24
(74)WASHINGTON	(05)BARTLESVILLE	8		13	SH-123	INTER	HENSLEY BLVD.	VIRGINIA AVE.		00.61	23	14	25
(74)WASHINGTON	(05)BARTLESVILLE	7		02	US-60	INTER	NOWATA RD.	HARNED DR.		00.72	23	11	26
(74)WASHINGTON	(05)BARTLESVILLE	6		0732		INTER	ADAMS RD.	ADAMS BLVD.		4430	21	17	27
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	KEELER AVE.		01.16	21	15	28
(74)WASHINGTON	(05)BARTLESVILLE	7		08	US-75	INTER	WASHINGTON BLVD.	WOODLAND/BYNUM RD.		00.50	21	14	29
(74)WASHINGTON	(05)BARTLESVILLE	6		0325		INTER	CHICKASAW AVE.	FRANK PHILLIPS BLV		4480	21	13	30
(74)WASHINGTON	(05)BARTLESVILLE	7		08	US-75	INTER	WASHINGTON BLVD.	NEBRASKA ST.		02.47	21	12	31
(74)WASHINGTON	(05)BARTLESVILLE	7		22	US-60	INTER	ADAMS BLVD.	JOHNSTONE AVE.		01.23	21	11	32
(74)WASHINGTON	(05)BARTLESVILLE	6		0900		INTER	MADISON BLVD.	ADAMS BLVD.		4430	20	15	33
(74)WASHINGTON	(05)BARTLESVILLE	6		0500		INTER	SILVER LAKE RD.	NOWATA RD.		4200	19	16	34
(74)WASHINGTON	(05)BARTLESVILLE	6		0100		INTER	VIRGINIA AVE.	FRANK PHILLIPS BLV		4480	19	12	35

SEVERITY INDEX = (1 * NUMBER OF PROPERTY DAMAGE ONLY COLLISIONS) + (2 * NUMBER OF POSSIBLE INJURY COLLISIONS) + (3 NUMBER OF NON INCAPACITATING INJURY COLLISIONS) + (4 * NUMBER OF INCAPACITATING COLLISIONS) + (5 * NUMBER OF FATALITY COLLISIONS)

Table 9 Ranked Collision Report (2013-2017)

STUDY TOTALS - BY CITY AND HWY CLASS

WASHINGTON COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 09/13/2018 by Marion Stinson

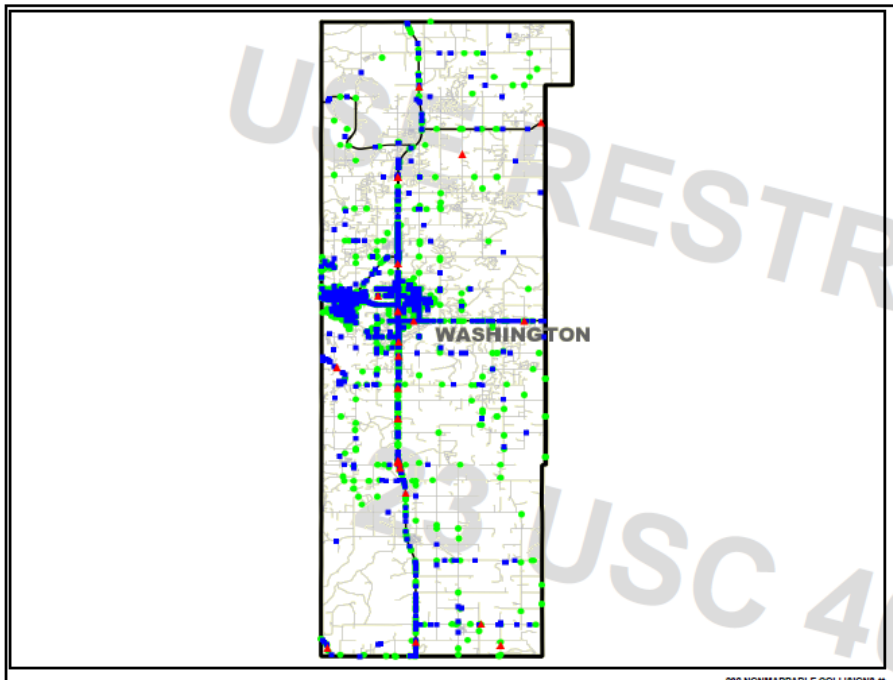
STUDY TOTALS

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
Year	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2013	1	131	274	406		87	335	422		29	37	66	1	247	646	894
2014	5	133	269	407		93	295	388	1	21	41	63	6	247	605	858
2015	3	122	256	381	1	85	260	346	1	28	40	69	5	235	556	796
2016	9	122	254	385		75	218	293		28	39	67	9	225	511	745
2017 *	2	143	282	427		87	220	307	2	22	31	55	4	252	533	789
Total:	20	651	1335	2006	1	427	1328	1756	4	128	188	320	25	1206	2851	4082

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

County: (74) WASHINGTON

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(00) - RURAL -	15	176	242	433					4	128	188	320	19	304	430	753
(06) BARTLESVILLE	4	440	981	1425	1	416	1263	1679					5	856	2244	3104
(10) COPAN						1	4	5						1	4	5
(15) DEWEY	1	30	104	135		11	59	70					1	41	163	205
(20) OCHELATA							2	2							2	2
(25) RAMONA		5	8	13										5	8	13
Total:	20	651	1335	2006	1	427	1328	1756	4	128	188	320	25	1206	2851	4082



Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 09/13/2018
by Marion Stinson

Study Map & Totals

Legend
- Fatality
- Injury
- Property Damage

N
W E
S

Remarks:
NONE

WASHINGTON COUNTY RANKED COLLISION REPORT

232 NONMAPPABLE COLLISIONS **

Date Range: 01-01-2013 thru 12-31-2017

	2013						2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	1	12	98	137	646	894	6	12	91	144	605	858	5	18	79	138	556	796
Persons	1	12	136	187		336	6	18	133	226		383	7	23	105	223		358

Page 1/136

STUDY TOTALS (CONT.)

WASHINGTON COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 09/13/2018 by Marion Stinson

	2016						2017*					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	9	24	70	131	511	745	4	17	82	153	533	789
Persons	9	29	87	188		313	4	27	107	222		360

*DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	25	83	420	703	2851	4082
Persons	27	109	568	1046		1750

** NONMAPPABLE COLLISIONS ARE NOT PLOTTED ON THE MAP DUE TO INSUFFICIENT LOCATION INFORMATION.

Map 13

APPENDIX 11 - ODOT 8-YEAR PLAN: 2018 – 2025 PROJECTS –TABLE 10

JOB #	Scope	Miles	Location	Cost
FY-2018				
23170(09)	Safety Improvement	0.00	Guard Rail Replacement along US-60 in Bartlesville	239,274.00
24348(08)	Right of Way	0.20	SH-123 over Caney River 1.68 miles N of SH-123 JCT for 24348(10)	142,360.00
24348(09)	Utilities	0.20	SH-123 over Caney River 1.68 miles N of SH-123 JCT for 24348(10)	19,200.00
32692(04)	Mod Intersection	1.5	US-75 Add J turn begin 11.5 miles N of Tulsa C/L Extend N 1.5 miles	1,000,000.00
FY-2019				
24242(04)	Grade/Drain/Bridge/Surface	4.48	US-60 Begin Approx 2.5 Miles E of US-75 in Bartlesville & Extend N 1.5 miles	15,689,750.01
24351(05)	Right of Way	1.25	SH-11 From Osage C/L East & South 3.33 miles MIROW for 24351 (04)	1,446,843.00
24351(06)	Utilities	1.25	SH-11 From Osage C/L East & South 3.33 miles MIUT for 24351(04)	578,229.00
FY-2020				
24348(10)	Bridge & Approaches	0.20	SH-123 Caney River 1.7 miles N of SH-123/US-60 JCT	8,480,000.00
29592(04)	Bridge & Approaches	0.10	SH-123 over unnamed Creek 2.9 miles NE of the JCT US-60/SH123	724,975.17
29695(04)	Money ONLY	0.19	US 75 FR 0.19 miles S of Kansas S/L N to the Kansas S/L Partnership with KDOT	1,000,000.00
FY-2021				
	N/A			
FY-2022				
	N/A			
FY-2023				
24351(04)	Widen, Resurface Bridge	3.33	SH-11 From Osage C/L East & South 3.33 miles	6,500,000.00

31085(04)	Bridge Rehab	0.20	US-75 Rehab Bridge over Caney River located 6.5 miles S of JCT US-60	2,668,000.00
31086(04)	Bridge Rehab	0.20	US-60 Rehab Bridge over US-75	1,746,000.00
FY-2024				
	N/A			
FY-2025				
31965(04)	Pavement Rehab	2.1	US-60 From SH-123 East 2.1 Miles	9,450,000.00

APPENDIX 12 - COUNTY IMPROVEMENT ROADS & BRIDGES (CIRB) PROJECTS (2017 – 2024)

NOTES: There are a total of 123 bridges in Washington County. 22 are structurally deficient, and 8 are functionally obsolete. Five bridges are included in the CIRB 5 Year Plan that have received funding approvals by the Transportation Commission of Oklahoma. The following represents the CIRB Projects for Washington County as approved by ODOT in 2017.

TABLE 11

Job #	Phase	Dist.	Location	Cost
FY-2018				
25490	CONST	1	W 1400 Rd & N 3980 Rd	$4,162,400
27821	CONST	2	W 1600 Rd & Bison Rd	$3,415,000
30708/30618	ROW	3	BR # 142 Bevan Creek	$55,000
30708/30618	UTL	3	BR # 142 Bevan Creek	$100,000
03137/31175	ENG	2	BR # 115 Timberlake Creek	$100,000
FY-2019				
03095/30617	CONST	3	BR # 158 Green Lake Creek	$389,000
31173	ROW	1	EW 1300 Rd Caney River Bridge to Hwy 75	$670,000
31173	UTL	1	EW 1300 Rd Caney River Bridge to Hwy 75	$375,000
03137/31175	ROW	2	BR # 115 Timberlake Creek	$65,000
03137/31175	UTL	2	BR # 115 Timberlake Creek	$70,000
FY-2020				
03138/30616	CONST	3	BR # 119 Double Creek (N&S Forks)	$48,000
03708/30618	CONST	3	BR # 142 Bevan Creek	$530,000
FY-2021				
31173	CONST	1	EW 1300 Rd Caney River Bridge to Hwy 75	$2,072,000
03137/31175	CONST	2	BR # 115 Timberlake Creek	$665,000
FY-2022				

NONE

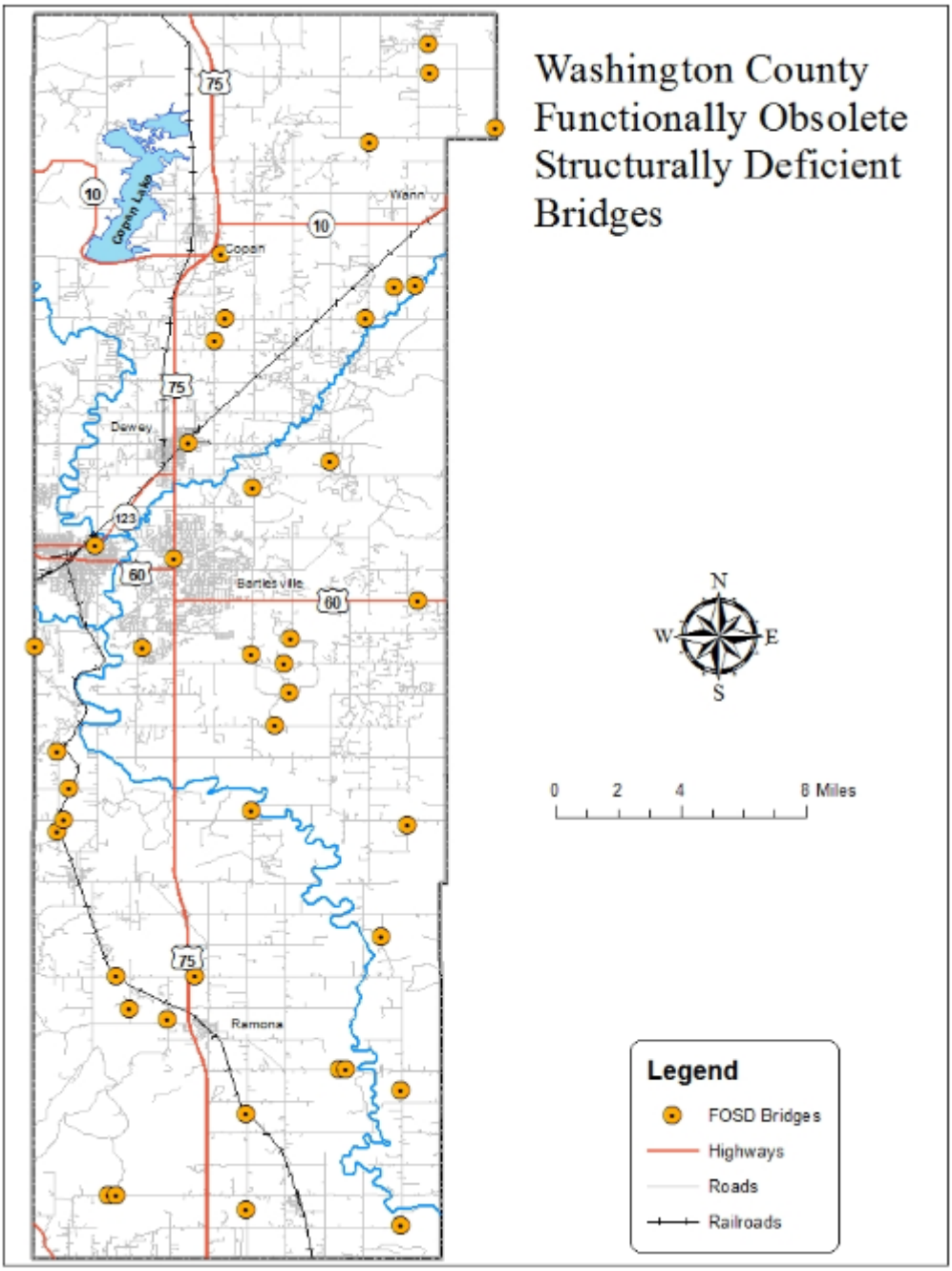
FY-2023				
03734/31177	ENG	3	BR # 146 Saunders Creek	$100,000
FY- 2024				
03734-31177	ROW	3	BR # 146 Saunders Creek	$55,000
03734-31177	UTL	3	BR # 146 Saunders Creek	$96,000
FY-2025				
03734/31177	CONST	3	BR # 146 Saunders Creek	$460,000

Bridge #8 Over Unnamed Creek,
Washington County

APPENDIX 13 - BRIDGES; STRUCTURALLY DEFICIENT AND FUNCTIONALLY OBSOLETE

(Please also see Appendix C: Definitions) This is a summary of all bridges in the County more than 20 feet long that have been determined to be Structurally Deficient or Functionally Obsolete (FOSD). Some of these locations appear to be duplicated, due to double sets of bridges or even single bridges having a lane in each direction.

Map 14



APPENDIX 14 – BARTLESVILLE TRANSPORTATION PLANS

The City of Bartlesville has developed an comprehensive long range transportation plan. The Community Development Department under the leadership of Lisa Beeman has for over 20 years analyzed and planned for future transportation needs of the growing City.

APPENDIX 15 – AGING DATA

OKLAHOMA AGING

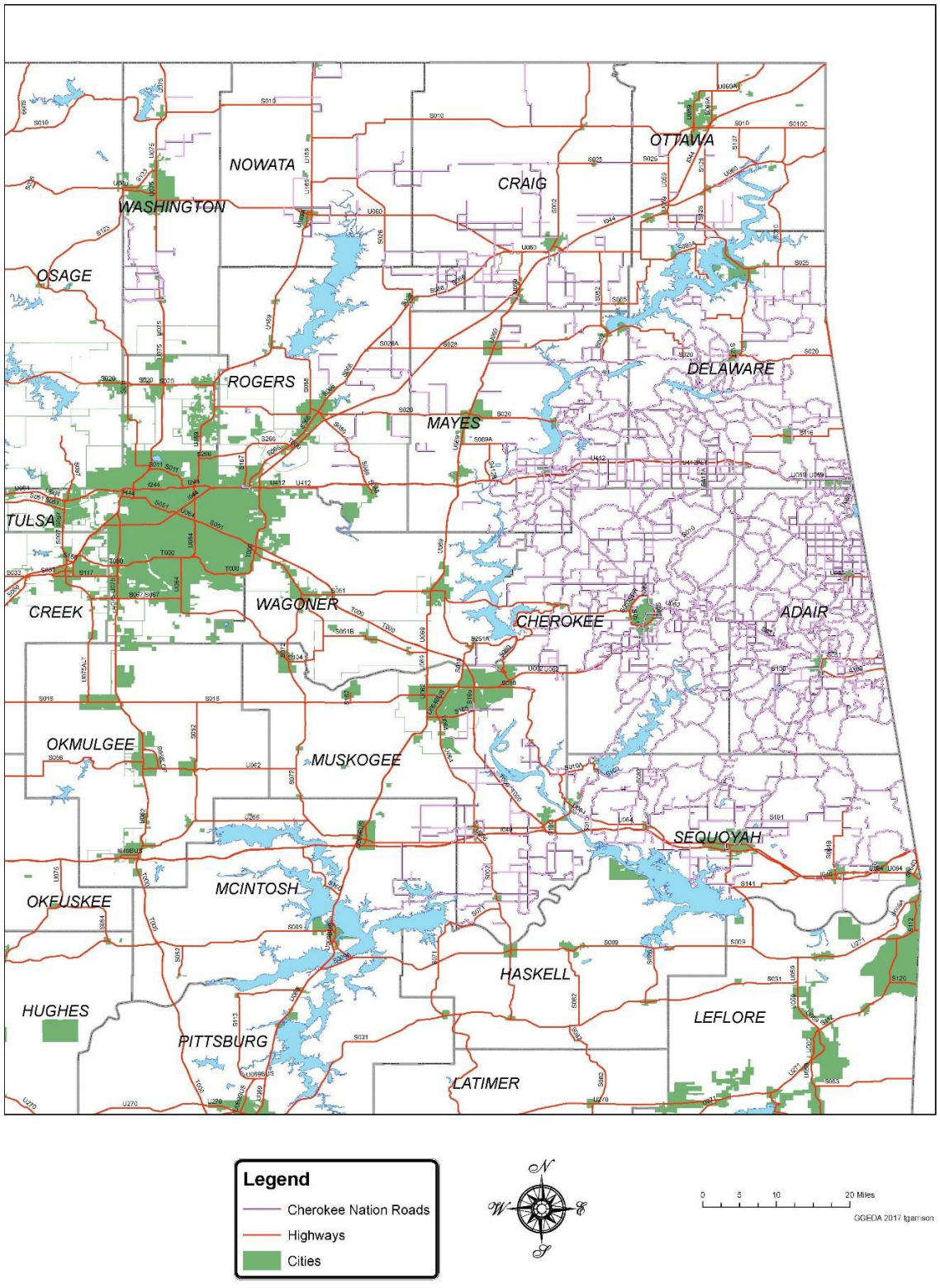
The proportion of Oklahoma's population that is over 60 is growing, while the proportion that is under 60 is shrinking. The U.S. Census Bureau estimates that more than 24 percent of Oklahoma's population will be over age 60 by the year 2030, an increase of nearly 7 percent from 2020. In 2020, the over-age-60 population was around one-fourth (1/4) of total population. By 2040, that group is projected to be about the same.

TABLE 12

Projected trends: Aging population in Oklahoma			
Year	2020	2030	2040
Age Group			
0 to 19	26.44%	25.75%	25.46%
20 to 39	26.50%	25.85%	25.52%
40 to 59	24.33%	24.12%	24.37%
60+	22.73%	24.27%	24.64%
Source: U.S. Census Projections Populations 2014 to 2060			

APPENDIX 16 – TRIBAL TRANSPORTATION

Cherokee Nation Combined Routes 2015



MAP 15

BIA Route #	Cherokee Nation/BIA Inventory Route Name	County	Mileage
0400	Weber Road I	Washington	3.00
0401	Weber Road II	Washington	1.00
0402	Delaware-Tribe-New Road	Washington	3.00
0403	Jack Bunch Road	Washington	0.80
0404	Hogshooter Road	Washington	1.00
0405	Metzner Road	Washington	2.50
0406	Butler Creek Road	Washington	3.00
0407	Gap Road	Washington	6.70
0408	Ochelata Street	Washington	1.00
0409	EW29 Road	Washington	3.80
0410	D0300 Road	Washington	1.20
0411	EW30 Road	Washington	2.60
0412	EW32 Road	Washington	4.50
0413	NS395 Road	Washington	3.10
0414	NS397 Road	Washington	1.40
0415	NS3976-3980 Road	Washington	3.60
0416	Wyandotte Avenue	Washington	4.90
0417	Dewey Cemetery Road	Washington	8.00
0418	US-75 Part 1	Washington	5.10
	TOTAL MILEAGE		**60.20**

Source: Cherokee Nation Long-Range Transportation Plan, 2017

CHART 4

Washington County Road 2400 – 4020 (Cherokee Nation Project)

APPENDIX 17 - COMMUNITY TRANSPORTATION SURVEY RESULTS

A Survey was created by the Washington County Long Range Transportation Plan Working Group. Utilization of the online services of SurveyMonkey.com was chosen for the survey processing. A twenty-eight question survey was placed online and opened for responses on October 19, 2017 and officially closed on March 30, 2018 after all responses were input into the program. Hard copies of the survey were also distributed to multiple locations within Washington County to collect responses from the public including but not limited to: Washington County Clerk, City Clerks/City Halls of Copan, Dewey, Bartlesville, Ochelata, Ramona, and Vera. Senior Citizens' Centers, Nowata Public Library, Grand Gateway EDA were also provided with hard copies.

The Survey solicitation and infomercials were presented at many public meetings held in Washington County as well as civic and business organization meetings. A total of 156 surveys were completed. The responders' locations were diverse throughout Washington County.

A Survey link to the online survey was also created at the grandgateway.org website for the public

to easily locate a pathway to find the survey. A QR code was also created to enable those with the app on their mobile phones to easily go to the survey.

Some questions were quantifiable with statistical responses, however, some data fields allowed the responders to make comments and those along with the entire Survey results have been uploaded to our website, www.grandgateway.org.

APPENDIX 18 - THE TRANSPORTATION PLAN

Goal 1– Maximize Finance & Funding				
Objectives	Policy		Action steps	
A. Consistent regional applications for all available transportation opportunities maximizes annual funding	1.1	Preservation of existing levels of service among all modes of travel is the first priority	A.1.1	Monitor and apply for all available transportation grant opportunities each year
B. Local agencies, municipalities, tribal governments, state officials and private interests effectively collaborate in the pursuit and funding of transportation improvements	1.2	Continue to expand Multi-jurisdictional collaboration	A.1.2	Engage in long term Fiscal Planning to balance long-term transportation needs with sustainable solutions
C. Expansion of transportation modes that utilize private funding or have a higher proportion of user-borne costs, such as private roads and rail; fees for service	1.3	Allocate an annual portion of public employee labor to be used as in-kind funds for transportation grants	A.1.3	Explore and implement alternative funding opportunities used in other jurisdictions

Goal 2 – Prioritize maintenance and preservation of existing infrastructure				
Objectives	Policy		Action Steps	

A. The current transportation system is maintained with stable funding	2.1	Coordinate with State and Federal agencies to stabilize funding; ensure that current levels of service on roads, rail and transit systems, do not fail	A.2.1	Identify preferred development corridors and plan for preservation; Map
B. Regional pavements are preserved through growth of intermodal rail freight	2.2	Consistent investment in alternative modes to improve resilience	A.2.2	Evaluate and post weight limits on roads
C. New development is directed to appropriate roads and infrastructure	2.3	Use public-private agreements to maintain vulnerable county roads	A.2.3	Develop long-term strategies in coordination with industry, waste

				disposal and oil field companies to preserve and maintain vulnerable county roads
D. Private companies with heavy truck traffic collaborate to maintain vulnerable county roads				
Goal 3 – Enhance Economic Vitality				
Objectives	Policy		Action steps	
A. Economic development is coordinated with strategic transportation investments			A.3.1	Publish a County map showing the location of existing infrastructure appropriate for residential and industrial development
B. Employers have assurance that the labor force has reliable transportation options	3.1	Support facilities and services that enable non-drivers to access typical destinations	A.3.2	Develop a prioritized plan for sidewalks and bicycle routes
C. Retail establishments are located within Town/City limits	3.2	Coordinate economic development with long-term regional connectivity and sustainability	A.3.3	Encourage Tourism with signage, websites, brochures and events to improve sales tax revenue
D. Reliable access to shopping and services is realistic for all residents				
E. Retail customers using all modes of travel are welcomed by Complete Streets strategies				
F. Tourism provides annual revenue for low cost transportation improvements				

Plan continued, next page . . .

Goal 4 – Improve Accessibility, Mobility, Connectivity				
Objectives	Policy		Action Steps	
A. Funding is balanced among modes to ensure sustainable mobility solutions	4.1	Recognize and respond to opportunities to include pedestrian and bicycle infrastructure on or adjacent to state routes	A.4.1	Identify and minimize transportation barriers for non-drivers
B. Highway improvements are coordinated with other transit, bicycle and pedestrian projects and rail facilities according to the policies of the 2015-2040 ODOT LRTP	4.2	Integrate alternative transportation solutions into all new developments	A.4.2	Appoint an individual to act as a Railroad contact to improve industrial access to rail and facilitate the mobility of freight
C. Reliable access to the transportation system is ensured for disadvantaged persons	4.3	Choose transit when possible to support long term sustainability	A.4.3	Develop a proposed Bike route map with a focus on regional connectivity
D. Transit is a preferred method of travel for a wider segment of the populace			A.4.4	Add signage to direct Bike and Pedestrian travelers to preferred routes
E. Bike routes are indicated with signage for improved regional mobility			A.4.5	Plan and implement walkways and bike facilities in small town areas
F. Park-and-ride lots are available in locations where potential ridership warrants				
G. Planning efforts result in continuous bikeways throughout the multi-county region			A.4.6	Evaluate existing town sidewalks and pursue rehabilitation
H. Right of way (ROW) areas are preserved for transportation purposes; including abandoned, existing and future road and railroad corridors			A.4.7	Designate specific areas as Park-and-Ride lots for commuters

Plan continued, next page . . .

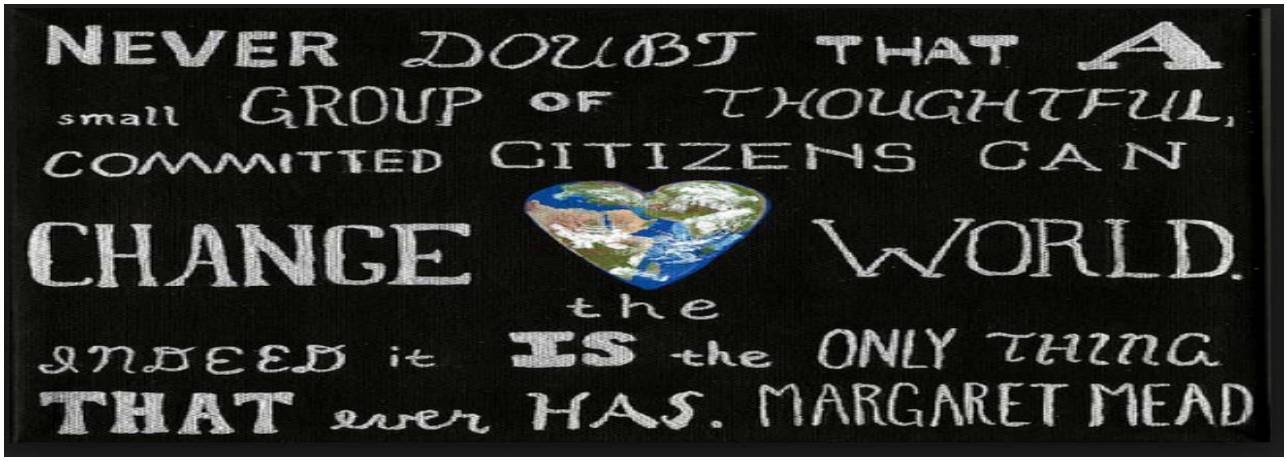
Goal 5 – Increase Safety & Security				
Objectives	Policy		Action Steps	
A. Structurally deficient bridges are prioritized for repair or replacement	5.1	Promote the use of alternative modes of transportation to reduce dependency on single-occupancy vehicles	A.5.1	Prioritize bridge improvements where weight limits are too low for emergency vehicle response;
B. Local site development standards address safety for all legal road users			A.5.2	Map appropriate routes for tanker response according to bridge sufficiency ratings
C. Bicyclists have improved safety in rural areas			A.5.3	Improved signage: alert motor vehicles to watch for bikes on the road;
D. Crosswalks have appropriate signage and visibility			A.5.4	Evaluate and prioritize crosswalks for improvement
E. Persons using handicap mobility vehicles have safe access to common destinations			A.5.5	Place rumble strips appropriately for enhanced safety between motorized vehicles and bikes using the shoulder in accordance with FHWA standards
F. A transportation system which is sustainable and resilient supports long term needs			A.5.6	Use signage to alert motorists to the possible presence of bicycles on the road
G. Improved modal options reduce reliance on single-occupancy vehicles			A.5.7	Evaluate and prioritize underpasses, overpasses and bridges for low-cost improvements for non-motor vehicle travel safety

A.5.8	Incorporate sustainability and resiliency into transportation system projects

APPENDIX 19 - ENVIRONMENTAL JUSTICE & POVERTY

Public involvement in development of the Plan must comply with Presidential Executive Order 12898, Environmental Justice. The Federal Highway Administration (FHWA) also follows federal policy to ensure federally funded activities (including planning, through implementation) do not have a disproportionate adverse effect on disadvantaged populations.

Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps). HUD calculations of Low-income households is based on census data, but breaks the levels of income into different categories of relative poverty.



APPENDIX 20 - PUBLIC COMMENT PERIOD

Notice: Public Comment Period

August 1, 2018
The Grand Gateway Regional Transportation Planning Organization (GGRTPO) has opened a 30 day public comment period for the draft Washington County Long Range Transportation Plan (LRTP).

The draft LRTP will be available for public comment from Wednesday, August 1, 2018 through Thursday, August 30, 2018. The Washington County Long Range Transportation Plan 2040 includes goals and policies based on a twenty year planning horizon, that lead to the development of an integrated, intermodal transportation system that facilitates safe and efficient movement of people and goods, while addressing current and future transportation demands.

The draft LRTP document and the technical reports that make up the plan are available in the GGRTPO/GGEDA Planning office at 333 South Oak Street, Big Cabin, Oklahoma, or can be viewed on the Transportation Planning portion of the Grand Gateway website under the heading "Washington County LRTP" located at grandgateway.org.

The LRTP complies with the intent of the ten (10) planning factors of the Federal Highway Administration (FHWA) and with the legislation known as Moving Ahead for Progress in the 21st Century Act (MAP-21).

GGRTPO welcomes public comment and feedback on regional transportation issues, and will furnish reasonable auxiliary aids and services to individuals with disabilities upon request.
Individuals with disabilities requiring auxiliary aids for services should contact the Planning staff below.

Comments may be submitted by calling 800/482-4594, ext. 233 or contacting us at the following address:

Marion Stinson, RTPO Director

GGRTPO/GGEDA, 333 S. Oak Street, Big Cabin, OK 74332

APPENDIX 21 - COORDINATION WITH OTHER PLANS AND AGENCIES

The process to identify goals and objectives for the County started with a review and comparison of goals and objectives from other related planning documents and policies to ensure general consistency. This review included:

- FHWA Guide – Planning for Rural Transportation
- FAST Act, Federal Planning Factors
- ODOT Freight & Rail Plan
- ODOT Oklahoma Statewide Intermodal Transportation Plan 2005-2030
- ODOT Waterway Plan
- ODOT Circuit Engineering District 1
- Bartlesville Community Development Division
- Washington County Commissioners
- Cherokee Nation Transportation and Safety Plans

Consultation with Tribes and State Agencies: Oklahoma Department of Transportation, Oklahoma Department of Environmental Quality, Oklahoma Water Resources Board, Oklahoma Department of Wildlife Conservation, Aeronautics Commission, and Bureau of Indian Affairs.

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